1960 OLYMPIC ISSUE

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COVER

This month's cover of Buddy Werner and his sister Skeeter was taken under happier circumstances at Stowe by photographer John Burns. Although he won't be an Olympic competitor, Buddy will be a silent yardstick against which his old rivals will be measured.

PICTURE CREDITS

EDITOR & PUBLISHER

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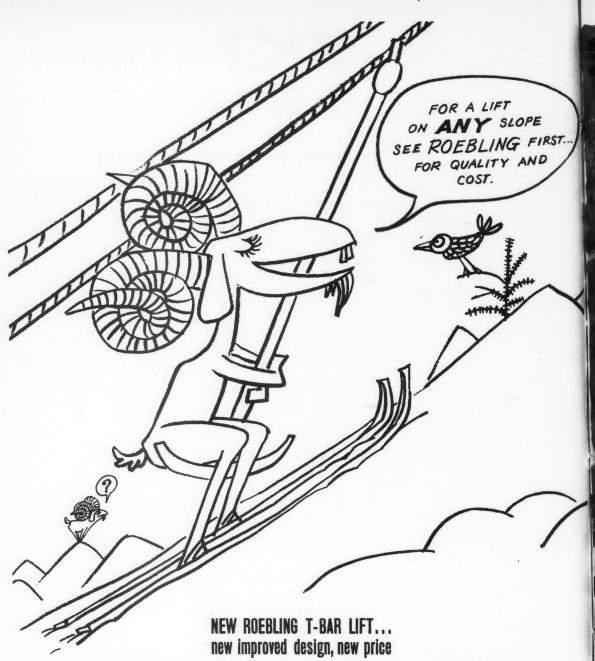
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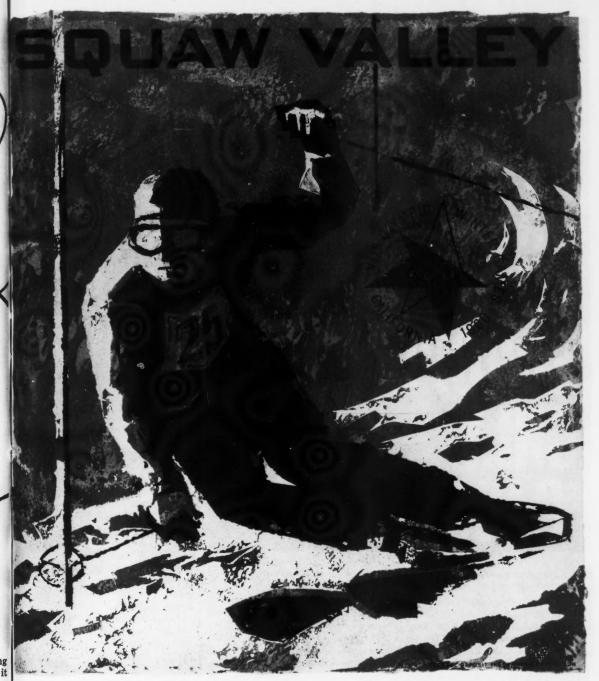
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SKI, FEBRUARY, 1960

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CONTRIBUTORS

The trouble with this month's issue is that our contributors hardly need an introduction.

Andrea Mead Lawrence's name is synonymous with Olympic gold medals, but you will be surprised nevertheless by her article "The Medal I Could Have Won," which is one of the finest expositions we have ever seen on what it takes to get to the top.

Equally familiar to readers is Gretchen Fraser, who stunned the ski world at St. Moritz in 1948 by winning the gold medal for the special slalom. In her own modest way she tells about it in "I Found I Was Good Enough To Win."

In another vein, Olympian Ralph Miller examines the prospects of our team in "What Chance Have Our Dark Horses?" a singularly appropriate story in view of Buddy Werner's unfortunate accident. Ralph doesn't raise any false hopes, and he has good reasons why.

For a little bit of history, we have called on George Carroll, a Lake Placid fixture, to tell us the story of the 1932 Games in "It All Started in 1932," a near-disaster which started Americans on their skiing ways in a big way.

Walter Prager, skiing great, former coach at Dartmouth, Mount Snow ski shop manager, and course setter for the women's downhill at Squaw, provides a valuable aid for spectators in "How to Watch Olympic Racing." And if you get the feeling that he occasionally has his tongue slightly in cheek, you are right. Walter is well known for his puckish humor.

The performances at the Olympics will undoubtedly spur you to great efforts to improve your skiing. To help you on this road, we have four articles on various phases of technique by Ralph Miller, Georges Joubert, Doug Pfeifer and controversial Walter Foeger. Whatever class of skier you are, there's something here for you.

Along technical lines, Freeman W. Frost's article on "The lastest on Binding Placement" is bound to result in raised eyebrows in conservative circles. Freeman is the owner of Jack Frost's Ski Shop in Jackson.

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*Daily non-stop jet service between New York and Paris begins the end of January.

AIR FRANCE

Next Month in SKI Magazine

March, unfortunately, winds upour publishing season until new October. But before we say our seasonal farewell, we will whiz you around the world of spring an summer skiing.

Spring skiing, for some strang reason, is still something of a novelty in American skiing, although it is hard to figure why.

To make you a convert, SKI's experts are preparing an article or "Six Hot Tips for Spring Skiing Fun," which just may explain why you have been shying away from the sport.

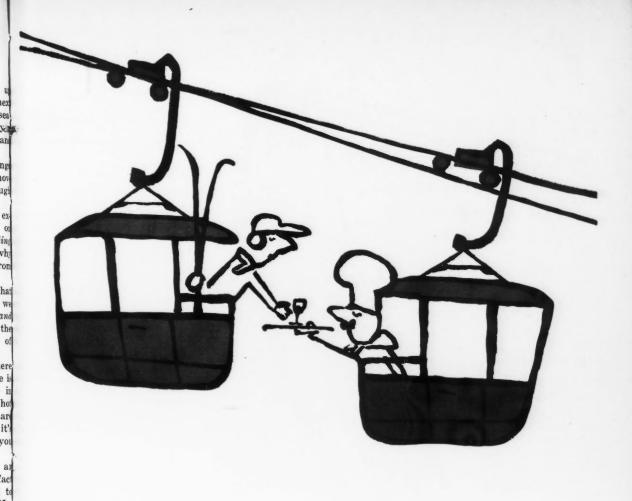
In case you are wondering what to do when the snow's all gone, we take you down to *New Zealand* where it is winter and where the mountains are the very image of Europe's Alps.

You may not realize it, but there are places in Europe where there is summer skiing. On the *Stelvio* in Italy they ski all through the homonths, although the goings on are a little wild and wooly. But it's something to keep in mind if you are in Europe next summer.

Tuckerman is something of an Eastern institution, hallowed in fact and fiction and always referred to with awe. Susan Neidlinger McLane, who in November amused us with "Parallel means Pretzel," takes a slightly contrary view, which should amuse other dutiful wives who accompany their husbands on this annual trek.

So you want to be a ski area operator? SKI's Western correspondent Wolfgang Lert is going to chip in with a piece on *Ernie Blake*, operator of Taos in New Mexico. It will be another informative SKI profile.





Guess who has the newest, most de luxe ski service in the world!

Today, France leads the world with a ski service that includes 308 lifts, teleseats, telebennes and telecabins . . . plus 22 new teleferics that look like space ships designed for Mars. One of them, at Chamonix, soars to a record height: 12,605 feet. From there you can ski down the famous Vallée Blanche or swoop, by telecabin, all the way to the border. Less avid sportsmen take this trip just for the spine-tingling scenery. But everyone returns for the famous French "après-ski" . . . the unique after-ski life, gourmet foods and great wines that make skiing in France more fun. See your travel agent or for folders and information write: Dept. SM-2, P.O. Box #221, New York 10, New York. French Government Tourist Office: New York • Chicago • San Francisco • Los Angeles • Montreal.

SKI, FEBRUARY, 1960

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SKI LETTERS

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Commercialism?

The following letter raises a question that may be bothering other readers; therefore we have included two answers from members of the Olympic organization-Ed.

As a regular reader of your magazine, I feel that, for once, I am justified to let off steam. A small item in your October issue confirms rumors that I have been hearing in several ski shops in Los Angeles: That Austria and France are putting on an exhibition of ski equipment and clothing at Squaw Valley during the coming Olympics. The little item I am re-ferring to states that Austria is building a house there!

I don't know what the French are building and I don't care, but I do care about commercializing "our" Olympics and I feel that it stinks that they are allowed to do so. Everywhere in the world we are being berated about being "commercialized"-so, for heaven's sake, let's for once stop.

Maybe, I am alone with this request, but skiing is just about the last sport where business and profits have not spoiled the fun. How about printing this letter in your next issue to see how many of your readers do agree with me.

It probably won't help any and the Austrians and French will have their exhibitions, but let's just find out how

skiers feel about it.

Wilfrid Williams

Los Angeles, Calif.

Dear Mr. Williams:

Copies of your letter of Oct. 25, 1959, addressed to the Comite International Olympique and SKI magazine respectively have been referred to me for reply.

As you state in your letter to SKI Magazine, there are rumors abroad that Austria and France are putting on an exhibition of ski equipment and clothing at Squaw Valley during the coming Winter Olympics. Fortunately, there is about as much truth in these rumors as one finds in most rumors of this kind. In short, neither Austria nor France is putting on any such exhibits.

Under the International Olympic Committee rules, the host city to the IX Olympic Winter Games, Innsbruck, Austria is entitled to conduct certain promotional activities relating solely to the 1964 Olympic Winter Games. For this purpose, Innsbruck has built a small chalet in Squaw Valley.

The Organizing Committee has formally notified the Austrian government and the municipal government of Innsbruck that this space may be devoted solely to promoting the IX Olympic Winter Games and has categorically refused permission to the (continued page 12)

take it from a man who knows!

FR PRINGHAM OF NORSE HOUSE, FAMOUS NEW YORK CITY SKI SHOP, SAYS:

Suzy knows the importance of fit in a ski boot. She skis in KASTINGER because they give the ultimate in comfort while still providing wonderful support—a combination difficult to find. Racer or recreational skier, you'll enjoy skiing more in KASTINGER boots!

SUZY PERREN

former Swiss Junior champion and now a member of the Norse House staff.

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SKI LETTERS

Austrian Tourist Bureau to carry oppomotional activities of any other kind.

Similarly, the French Government has constructed a very small chale next to the Austrian building, solel for the purpose of promoting the 19d International Skiing Championship at Chamonix. Both the French Government and the French commerch attache in San Francisco, who is had dling this matter on behalf of the French government, have been specifically advised that no promotion activities other than those relating to the Chamonix events in 1962 will be permitted.

Requests from several national tourist bureaus of foreign countries who wished to promote tourism a Squaw Valley have been denied.

I trust this puts at rest your concern over any possible commercialism a Squaw Valley. Believe me, the Organizing Committee is making every effort to prohibit exactly the sort of thing about which you express concern in your letters.

Edward S. Washburn Assistant Managing Director Olympic Organizing Committee

Dear Mr. Williams:

The buildings in question are being constructed on private property namely property belonging to Mr Alexander Cushing.

The Organizing Committee for th VIII Olympic Winter Games ha ereeted its buildings on either stat property or federal property lease by the State of California.

Jack Geye Public Relations Director Olympic Organizing Committee San Francisco, Calif.

Trailer Talk

In our November letters column Wendel Allen of Arlington, Va., asked about small trailers for ski trips. Following are three responses that may interest other readers—Ed.

Sirs:

After traveling some 5,000 miles, and skiing in Utah, California, Idaho, Nevada and baek to Utah in an eightweek trip we highly recommend "ski trailer traveling." With a four-year-old daughter who loves skiing we throughly enjoyed our western "ski and see" trip pulling a sixteen-foot trailer.

We parked close to or at the ski area and found the operators very friendly and accommodating. Most operators we questioned regarding parking a small trailer stated that they do not mind if it's not during the "rush season."

We usually skied weekdays (shorter lift lines and more parking available) and traveled to and from areas week-

(continued page 14)



February 1, 1960.

Dear Fellow Skier,

We at the Windsor Hotel, here in Montreal, have been bitten by the ski-bug. From the day we put our skis away in the summer until the first fall of snow in November, we do nothing but talk skiing, and dream of getting back to the hills.

Naturally, with such good skiing in the Laurentian Mountains, which, after all, are only a forty-five minute drive from the Windsor Hotel, we have gone out of our way to set up our hotel to accommodate our fellow skiers. Why not plan a visit up here. You can spend three or four days at the Windsor Hotel and enjoy some of the wonderful cosmopolitan fun that we have to offer. The weekends are particularly gay in Montreal. We think it's a good idea to spend part of your vacation in the Laurentians and part in Montreal, but we won't argue with you if you want to make the Windsor Hotel your headquarters and drive up to the ski hills daily -- only forty-five minutes away by bus, and the service is excellent.

Our doormen, bellhops, and front office staff have strict instructions to go out of their way to make skiers happy and comfortable. When you drive up to the hotel with skis on your roof, the red carpet rolls out. You don't even need a reservation, for we're setting aside a certain number of rooms for our fellow skiers -- after all, we all belong to one group of addicts, and must support each other.

Yours for wonderful skiing in the Montreal-Laurentian district,

George Figher

Director of Public Relations (My heart's in skiing)

P.S. Call me personally for any further information.

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No other ski that really holds on ice can approach Aluflex's smooth action over bumps and Moguls . or its magnificent performance in powder snow.

Any other ski (see below), wood or flat metal, must be nearly 1" thick to carry the load. Wood skis are also beefed up at shovel and tail to resist twist and bite.

This makes them stiff. A stiff ski dives in powder and bridges the bumps-losing contact over hollows. It acts like a springboard and, at high speed, will drive a tip into the

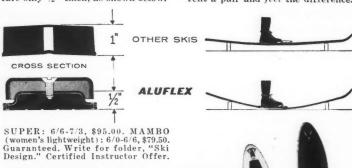
Moguls . . . with spectacular results. Aluflex's "backbone" is its ridgetop. In channel form, aluminum is very strong, allows a working structure only 1/2" thick, as shown below.

The rubber-mounted binding platform does not stiffen the ski. Aluflex sacrifices no flexibility twists only half as much as the best wood ski, thanks to aluminum's

torsional resistance.
This "Center Flex Action" lets Aluflex edges hold through the hollows, for positive control. The ski will not wander or flutter like a stiff metal ski. It flexes in a perfect arc for easy turning. Edge this ski; weight it . . . and you're around!

Aluflexes float in powder and erase the bumps and are absolutely steady at speed. Here is positive control for fast skiers, 50% quicker learning for the rest.

Study this ski at your dealer's-or rent a pair and feel the difference.



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SKI LETTERS

ends, parking at night in roadside parks, truck stops and stations.

All in all we found "ski trailer traveling" to be a convenience and lots of fun. A well insulated, sixteento eighteen-foot lightweight trailer with a self-contained water tank are the main things to bear in mind when looking for a "ski trailer."

Mr. and Mrs. Walter Lee Rushford, Minn.

At present, I am working at Snow Valley, one of California's oldest ski areas, in the San Bernardino Mountains, about ninety miles from Los Angeles. Adjacent to the bottom loading station of the mile-long chair lift is a trailer park with spaces for about thirty trailers.

There are small trailers for rent by day, week, or month, also year-round resident trailers. It is a business which other areas might look into. If Mr. Allen ever gets out this way, Snow Valley can accommodate him no matter what size trailer he has.

Herbert S. Kears Running Springs, Calif.



In answer to Mr. Allen's search for a ski trailer (November, 1959, SKI Letters) I am enclosing a photo of our solution to the problems mentioned and, to us as a family, the one of the expense of lodging.

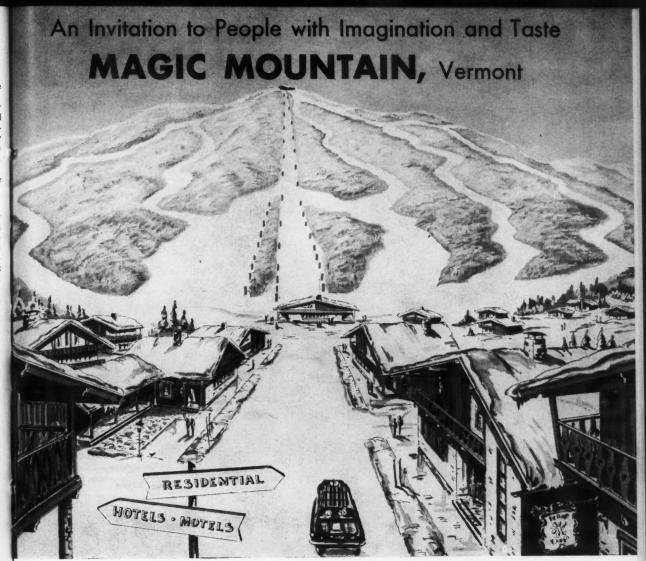
We drive past the "No trailers beyond this point" signs, pull into the parking lot and live! There is no trailer speed limit, no fish tailing on icy roads, no special license or fees and it is legal and safe to ride in it.

Our camper is complete with a stove, refrigerator, its own water supply, table and cupboards and sleeps our family of four. My husband fitted it with clamps to hold four pairs of skis, two on the back and one on each side.

These campers are very popular out here on the west coast for fishermen, hunters and water skiers, but we feel we are unique in outfitting one for family ski trips.

Mrs. Shirley Pfeiler

El Monte, Calif. (continued page 16)



Mt. Station 3000 ft., base station 1400 ft., drop 1600 ft. Proposed development: trails tailored from novice to expert, 1½ to 3 miles; giant open slopes; separate slope for ski school exclusively; chair lifts, plus auxiliary lifts.

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SKI LETTERS

Not Accurate

Sirs

Ralph Miller's excellent article, "Wood vs. Metal," (SKI, December, 1959) is not fully accurate in two respects.

It is not true of all metal skis that "the permanent edge when mangled by a rock is much more difficult and expensive to repair." And it is not true of all that the shovel tends to "flutter" at high speeds.

Standard, sectional edges are used on the French-made Aluflex and a damaged section may be replaced exactly as quickly and easily—and much more securely—as that on any wood ski. Reason is that Aluflex's unique ridge-top construction permits attachment of its sectional edges with short, aluminum aireraft rivets which run clear through the ski. It is a tenminute job to drill out the old rivets and apply a new edge section and new rivets.

The inherent tendency of most metal skis to "flutter" is overcome in the Aluflex. This ski flexes in a perfect are through its eenter because of its ridge-top construction and flexible binding platform. It does not have a rigid area through the center.

For this reason, the initial impulse of the forward half of any metal ski to vibrate occurs underfoot in the Aluflex, where it is immediately smothered, rather than forward of the platform area as in a ski with a rigid center section.

W. J. Parrish

Peru. Vt.

• In his article, Miller said, in reference to edges: "When an edge [on metal skis] is mangled by contact with a rock, or the side of the ski is crumpled, they are much more difficult and expensive to repair."

About "flutter" Miller said:

"For light powder snow, the thin, resilient shovel of certain metal skis cannot be matched by wood, but this same tip has its disadvantages on ice and hard-packed snow where its lack of weight causes flutter at high speeds and doesn't have as positive a bite on turns."—Ed.

Thanks

Sirs:

I think SKI is everything a magazine should be. Witty, good reading, informative and above all, not so teehnical that a weekend skier like myself and many others like me ean't read it.

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Ivor D. Foster

Hinton, Alberta

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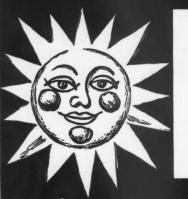
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European Highlights

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BY ROLAND PALMEDO

Will the VIII Olympic Winter Games at Squaw Valley be the last?

Or will 1964 at Innsbruck be the final appearance of skiing, skating, hockey and bobsledding on the Olympic program?

Will irreconcilable views on the amateur question as between the FIS and the Olympic organization, and the many troubles this has caused, result in the limitation of the Games to the summer events?

These are the questions Marc Hodler, president of the FIS raised in a recent article published in "Sport" (Zurich). Perhaps one should say "revived" rather than "raised," for the problems basic to the issue are as old as the first inclusion of the Alpine ski events in the Olympic Winter Games ("OWG") in 1936.

Hodler's statement, thoughtfully and fairly reviewing the situation, has aroused intense interest throughout the ski world. To this was added an element of concern when Otto Mayer, chancellor of the International Olympic Committee ("IOC"), appeared to welcome Hodler's statement as the lead of a movement to relieve the Olympics of the trouble-ridden winter sports.

Hodler pointed out that a compromise with respect to admitting ski teachers to enter Olympic events, with certain limitations, was worked out between the FIS and the IOC just after the war. Avery Brundage, then vice-president of the IOC, was persuaded to this view in part by the argument that professional teachers deserved to be eligible at least as much as the other ambiguous groups, "the statesupported amateur, and the resortsupported amateur, that is, the employee of some resort enterprise whose chief duty it is to advertise the resort by winning races."

At the ski congress in Oslo in 1949, and in Stockholm in 1959, Hodler points out, the members of the FIS showed themselves strongly in favor of some compromise with the IOC which would permit the continuance of the OWG. The tradition of the Olympics carries great prestige and "participation in the Olympic Games is considered as an essential means of enthusing youth for sports, for promoting and popularizing the various forms of sport, and not least, to raise the money necessary for the building of competent national teams. This . . . continues to be the binding direction for the policy of the FIS leadership as to the amateur question."

This country, nevertheless, adhered to the traditional American policy of entering only truly amateur teams in the Games, as the best way of encouraging the participant sport by rewarding its outstanding competitors with honors. We also rejected the idea of state-supported teams as foreign to our system.

The FIS has not gone as far as authorizing purely professional competition. This, says Hodler, is not solely because of consideration for Olympic amateur principles, to which the IOC considers itself firmly committed, as the trustee of the inheritance from the founder of the modern Olympic Games, Baron de Coubertin. Nor is it because of any basically negative attitude toward professional sport, which can play a valuable role in the advancement of popular skill and the physical fitness of youth, especially in the team sports.

But skiing is not, or only badly, suited for professional competition, in part because of where the events must of necessity be held. This brings about a tendency to make concessions to sensation-seeking fans in order to increase the attraction to spectators, which thereby increases the dangers, contrary to the current efforts of the FIS. The continuance of any such development would have the effect of frightening away prospective participants rather than attracting them.

"In short," Hodler concludes "the wish of the national ski associations to enlist the prestige of the Olympics in their work of development, and the fear that professional competition could not support its participants and might have unfavorable effects on popularizing the

(continued page 80)



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the help of Austria's top racers top of Austria's top racers to the self-times book with world the heal steel stays and high pushed heal counter, it meets were requirement of the counter.

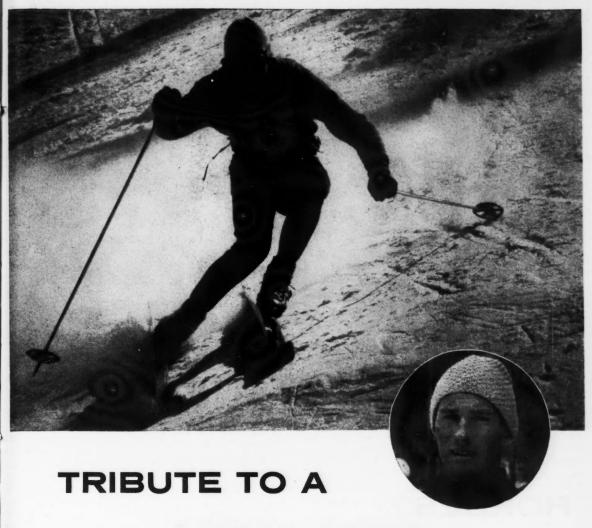
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GREAT SKIER

Bud Werner is one of that handful of ski racers who deserves to be called great. That a freak training accident deprived him of his chance to race in the Winter Olympics doesn't detract from this fact.

Since 1954, when he was first named to a national team, Buddy has been in the skiing spotlight. The fact that he had several erratic years and some plain bad luck did nothing to detract from his promise. Rather it added to the excitement surrounding him. It made every race he entered an adventure for his admirers. Last year he came into his own, performing sensationally on the European racing circuit

and in the tryouts. Olympic 1960 seemed destined to be his year.

His accident kills the first real chance a United States competitor has had to win an Olympic medal in the men's ski events. But to American skiers, Buddy means more than that. As the most exciting personality in American skiing today, he became a symbol to young and old.

To the younger generation of American skiers, he is an example of dogged persistence, athletic skill and courage. To the older generation, particularly those who nursed the sport through its infancy, he represents the progress American skiing has made over the years.

What would have happened at the Games if Buddy Werner had not broken his leg will never be known. But we do know that thousands of American skiers could not have felt worse if it had happened to themselves. Never in our twenty-five years of publishing have we encountered such a spontaneous and genuine reaction of regret.

In view of these feelings we at SKI Magazine feel it is fitting that we dedicate this, our Olympic issue, to Buddy Werner, both as a measure of our regard and in the hopes that it will in a small way compensate him for missing what should have been his greatest moment.

WHAT

CHANCE

HAVE

OUR

Tom Corcoran, who was ►

on the '58 FIS team is

the most experienced

of U.S. men racers



DARK

HORSES?

POOR FOR OUR WOMEN,
POOR FOR OUR MEN,
PREDICTS SKI'S RACING
EDITOR. AND HE GIVES
GOOD REASONS WHY

BY RALPH MILLER No American has ever won an Olympic medal in Alpine skiing. With Buddy Werner injured, American hopes of doing so at Squaw Valley are slim.

This rather stark appraisal of American chances immediately raises two questions: Why were Buddy Werner's chances so good? And why, since he has broken his leg, are the chances so poor for the rest of the men's team?

Before any major international competition only a few men—the elite group—can be said to have a very good chance of placing among the first three. To be one of this elite, a racer must have won several major competitions; he must have beaten, in the last two years, the same men—the best in the world—he will be racing against in the Olympics.

Competitors in the elite class are Karl Schranz of Austria, who last year won the Lauberhorn, Arlberg-Kandahar and Tre Tre downhills, the Aetna giant slalom and the Lenzerheide slalom; Roger Staub of Switzerland, who won the Gornergrat downhill, Aetna giant slalom and the Holmenkollen slalom; Anderl

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▲ Our women's team is strong in international experience and several of its youngsters are of near-international caliber

derl Molterer, who won the Allais Cup downhill and the Hahnenkamm slalom; and Francois Bonlieu of France, winner of the Arlberg-Kandahar and Chamonix slaloms and the Obergurgel giant slalom. Bud Werner was also among this group. He won the downhills at Hahnenkamm in Austria, at Lenzerheide in Switzerland and in Squaw Valley. On the basis of the world's slalom ratings he was only behind Molterer and Bonlieu.

This sketchy survey of the best racers does not take into account competitors like Chick Igaya of Japan, who placed third in the World Championships slalom at Bad Gastein in 1958, but did not compete on the international racing circuit last year. There were other racers who did not compete, but it is fair to say that ninety-five per cent of the world's best were represented in the ten competitions listed by the FIS as major races. In these races there were several racers (all of whom are shown in the following pages) who consistently did well and in many cases won. Less than twelve months after these races were concluded, the same group, with a few

exceptions, assembles for more races. It is logical—and a careful examination of past Olympic medalists will confirm this—that in the great majority of cases the same top men will win the medals at Squaw Valley.

The elite group aside, there is a category which can be described as that group of skiers who have not won in the past, but who have a chance, though poor, of placing in the first three. Of the nine medals in the men's Alpine events, one or two usually go to dark horses.

Does the United States have any dark horses? We do. We have several veterans of European competition, racers who have skied before in the most difficult of international races and have done well. The chances that they will do well at Squaw Valley and win a medal can be compared to the chances of other

Buddy Werner will be missed
not only for his racing skill
but also for what he could
have taught our young racers

American racers in the '48, '52 and '56 Olympics.

In 1958 the United States sent twelve men to St. Moritz. Hope was high that of this group of excellent skiers one or two would place among the top three. At the Games' end, the best place was a seventh by Jack Reddish. In 1952, the U.S. had better skiers. Many of the men on the team had placed high in European competition. However, none had (continued on page 56)



Men's Downhill, Slalom and Giant Slalom

THE AUSTRIANS ARE NOT ALONE

Karl Schranz Austria

No. 1 downhill man in latest ratings. In 1959 took third Kandahar victory, four other big races

Schranz's most se-

rious rival. Medal-

ist in FIS down-

hill, giant slalom.

Is weak in slalom



Egon Zimmerman Austria

On team since '54. Took Holmenkollen downhill last season. Should be among first ten men



Hanspeter Lanig West Germany

With Fritz Wagnerberger, Germany's best. Placed third in Kandahar downhill last year



Roger Staub Willy Forrer Switzerland Switzerland

Fifth in '59 FIS downhill rankings. Could be medalist. Not as high in slalom or giant slalom



Ernst Oberaigner Austria

Another regular in the first ten. Won giant slalom at Holmenkollen and slalom at Lauberhorn



Anderl Molterer Austria

Rated best slalom racer last season. Seldom falls. Won, two medals in '56. Could again in '60



Willy Bogner Jr. West Germany

Won in St. Moritz against top downhill field in '59. Erratic, but promising young prospect



Francois Bonlieu France

A slalom specialist. Won Kandahar slalom in '59. Medalist in FIS giant slaloms in '54, '58



Adrien Duvillard France

Was in top five in several major races last year and may be recovering his pre-1957 form



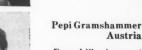
Emile Viollat France

Seventh in Gornergrat downhill. Still on way up. May be handicapped by recent army service



Jean Vuarnet France

A member of highly improved French team in '59. Won combined at Chamonix. FIS medalist



Downhill winner at Chamonix, the only Austrian to defeat the French. Rarely out of leading tem



Paride Milianti Italy

Was in best ten in three major races during 1959 season. Veteran of Italian FIS, Olympic team



Chick Igaya Japan

Olympic, FIS slalom medalist. Performance depends on regaining form after year's layoff



specialist who has not reached peak. Just outside charmed first-ten circle



Tom Corcoran U.S.A.

After Werner, most experienced American racer. Has outside chance in slalom or giant slalom



Bruno Alberti Italy

Strong in downhill. Could be a serious threat if he goes through pre-Olympic races uninjured

26



Charles Bozon France

A remarkable performer, one of the slalom elite. Also strong in downhill. "Old man" of team



Dave Gorsuch U.S.A.

One of the strongest U. S. competitors. Was only nineteen when selected for 1958 FIS team



SKI, FEBRUARY, 1960

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Women's Downhill, Slalom and Giant Slalom

A WIDE-OPEN RACE FOR MEDALS

Erika Netzer Austria

Best woman skier with six major victories in '59, Top rated in giant slalom and downhill



Anne Heggtveit Canada

Only non-European victor in Kandahar combined. Is Canada's athlete of the year. Top prospect



Barbi Henneberger West Germany

Has a chance in slalom where she began to finish regularly among top five in 1959 season



Penny Pitou U.S.A.

Top American hope in downhill on basis of impressive victories in Europe. All or nothing type



Astrid Sandvik Norway

Winner of Hahnenkamm downhill and combined last season in only major racing appearance



Beverly Anderson U.S.A.

Top prospect without the usual benefit of international experience. One of the top dark fillies



Betsy Snite U.S.A.

Best American slalom entry. Winner of Kandahar slalom in '59, several other high placings



Inger Bjornbakken Norway

Norway's strongest slalom hope. Took '58 FIS gold medal and looked impressive in '59 season



Annemarie Waser Switzerland

Ranked No. 1 in slalom last year. Won third place in 1958 FIS slalom. Top medal threat



M. Chamot-Berthod Switzerland

Olympic gold medalist who came out of retirement last year. Astounded rivals with showing



Arlette Grosso France

Best French offering in slalom. Won at Gornergrat, had several major seconds. Could medal



Daniele Telinge France

Downhill specialist with two Kandahar wins, Placed fifth in combined, giant slalom in '58 FIS



Putzi Frandl Austria

An old hand in FIS and Olympic competition, medalist in both. Last year won Harriman cup



Joan Hannah U.S.A.

Erratic, but if on beam could provide upsets as she did in Olympic trials during late '59 season



Pia Riva Italy

Threat in downhill where she is usually in first five. Won a seventh and fourth in '58 FIS



Made strong finish in '59 season after recovery from injuries. Giant slalom appears best event



Linda Meyers U.S.A.

Consistent winner last year, beating Putzi Frandl. Was on '58 FIS Squad. Threat in downhill



Jerta Schir Italy

Won the slalom in Chamonix in 1959. Rated in top ten in all events. Improving. May be threat



Marit Haraldsen Norway

Young, but on way up. Gives Norway three good chances at Olympics. Has gained every year



Sonja Sperl West Germany

A slalom specialist whose best was top spot in Gornergrat downhill. Rated no. 2 in slalom by FIS



FINNS ARE STILL THE WORLD'S BESTA

Juhani Karkinen Finland

Gold medalist in special jumping in '58 FIS. It would be an upset if he is not in top three



Ensio Hyytia Finland

At 22 one of that nation's top three jumpers. Second in FIS. May also try in nordic combined



Kalevi Karkinen Finland

Rapidly improving brother of Juhani. Has increased distance since taking a ninth in '58 FIS



Thorbjorn Yggeseth Norway

Norway's big hope after good showing at ski flying mect at Kulm. Erratic, but improving fast



Kekkola Ristola Finland

A definite threat to the combined elite. Has improved after failing to make the top ten in '58 FIS



Bengt Eriksson Sweden

A threat in nordic combined and special jumping. Medal winner in '56, among top ten in FIS



Gunder Gundersen Norway

Veteran of international combined competition. Won silver, bronze FIS medals in '54, '58



Jumping will be the greatest single spectacle the Winter Games will have to offer. Only one American, Gene Kotlarek of Duluth, Minn., is seriously considered to be capable of matching leaps with the Finns, East Germans, Russians, Swedes and Norwegians.

The Finns must be favored since the East Germans, their most dangerous rivals, suffered a most serious blow when their ace, Harry Glass, broke his ankle in January.

Had it not been for the ironic death of Anders Woldseth (he died from injuries suffered in a fall down the stairs of his home) this might have been the year for a Norwegian comeback, especially since the rapid improvement shown by its youngsters.

The Russians, led by Yuri Samsonov, should not be discounted either, although the Soviet jumpers have generally failed to live up to expectations in the last two years.

But despite tough competition, the Finns will be hard to beat. The sensational brothers, Juhani and Kalevi Karkinen, are only a few steps ahead of the rest of the team, any member of which could easily be number one in most other countries.

In the demanding nordic combined, consisting of jumping and a fifteen kilometer cross-country, the United States may have two surprises in Ted Farwell and Alf Vincellette, who were second and fourth against a tough international field at Squaw Valley last year. But they will have to show still greater improvement to come close to Sweden's Bengt Eriksson, Norway's Sverre Stenerson and Gunnar Gundersen, Russia's Dmitri Kochkin and Finland's Kekkola Ristola.

What is encouraging is that the United States, so long lagging in nordic competition, is beginning to emerge from this dormant state. Any success is bound to spur others to partake in the assault on what has been a Scandinavian monopoly since the beginning of the Winter Olympic Games.



Gene Kotlarek U.S.A.

Clicked last ye pefu with a surprise best second against work international contained petition at Squencer is



Yuri Samsonov U.S.S.R.

Probably Russia Gold best jumper. Win e winning last yeand until hurt duricont practice at Squathre



Nikolai Shamov U.S.S.R.

Rauked in the till Belo ten in '58. Could per a medal threat med spite a so-so pestro formance at Squarer,



Inge Lindquist Sweden

Could be the da God horse in the juming on the basis Rei his second at Hohe menkollen last yeakul



Dimitri Kochkin U.S.S.R.

F

Russia's best ma in nordic combinerel and a good speciein jumper. Was in Je pressive in Squa ku



Sverre Stenerson Norway

A good medal pros A pect in Nordic com li bined. Gold medal ist in 1956 Games second in '58 FIS



Ted Farwell U.S.A.

Surprised with sec ond at Squaw nor dic combined. May be best American ever in this even

15km, 30km and 50km Cross Country

TA RUSSO-SCANDINAVIAN MONOPOLY

Pavel Kolchin U.S.S.R.

t yapefinitely one of prisibest three in the 1st tworld at any dis-2 cotance. Medal win-Squarer in '56 and in '58

ek

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Veikko Hakulinen

ussigold medal winner
Win every Olympics
tyeand FIS since 52.
duritContinues in best
Squathree despite age



Sixten Jernberg Sweden

he tiBelongs in the sunuld per elite, winning at a medals since '56. p Strong uphill run-Squarer, sharp tactician



Kalevi Hamalainen Finland

da Gold medal winner jumin '58 FIS 30 km. tsis Relatively young, He he may well be Hat yee kulinen's successor



Per-Erik Larsson Sweden

mo Gave a sensational bine relay performance pecilin 1958. Defeated in Jernberg and Haqua kulinen last season



Rolf Ramgard Sweden

pros Another in a long com line of crack Swednedal ish distance men. ames Won key champion-FIS ship in 50 km in '59



One of the safest predictions about the forthcoming Games is that the Finns, Russians and Swedes will carry home all but one or two of the medals in the six cross-country events.

The only question is whether the great but aging Finnish star Veikko Hakulinen is up to the strain of another Olympics. Winner of nine Olympic and FIS medals since 1952, he seems to have lost some of his edge during the 1958-59 season. The success of the Finns will depend on whether the young stars have made enough progress to fill his shoes. Kaleivi Hamalainen seems to have arrived in the 30 kilometer and Arvo Viitanen and Arto Tiainen have given signs of getting there.

The Russians will be leading with their star, Pavel Kolchin, who definitely belongs into the super-elite of langlaufers. Nikolai Anikin and Anatoliy Sheljukhin are probably the only other Russians who can seriously be considered for the top ten.

Next to Hakulinen, the most dramatic personality in the distances will be Sixten Jernberg, the multiple medalist from Sweden. Although last year he was hard pressed by the younger Swedish stars, he is expected to lead his team again in the race for Olympic medals. The Swedes could well be the surprise of the '60 Games with a promising crop of youngsters.

If Jernberg, Kolchin and Hakulinen come even close to their peak, the most exciting running battle at the Olympics could well be between these three men, who are the acknowledged masters of endurance, technique and distance strategy.

American distance runners are not given much of a chance to end in the top twenty. Mack Miller and Leo Massa are our best performers.



Arvo Viitanen Finland

On Finnish national team since '56.
Third in 50 km in '58 FIS. May be at peak for Olympics



Eero Kolehmainen Finland

At 42, the oldest racer to participate in Olympic games. He won fifth place in 50 km in '58 FIS



Arto Tiainen Finland

Specialist in the two long distance events. Was in top five in '58. Could be medalist this year



Anatoliy Sheljukhin U.S.S.R.

Was among top ten in all three events in '58 FIS. Third 15 km, behind only Hakulinen, Kolchin



Gunnar Samuelsson Sweden

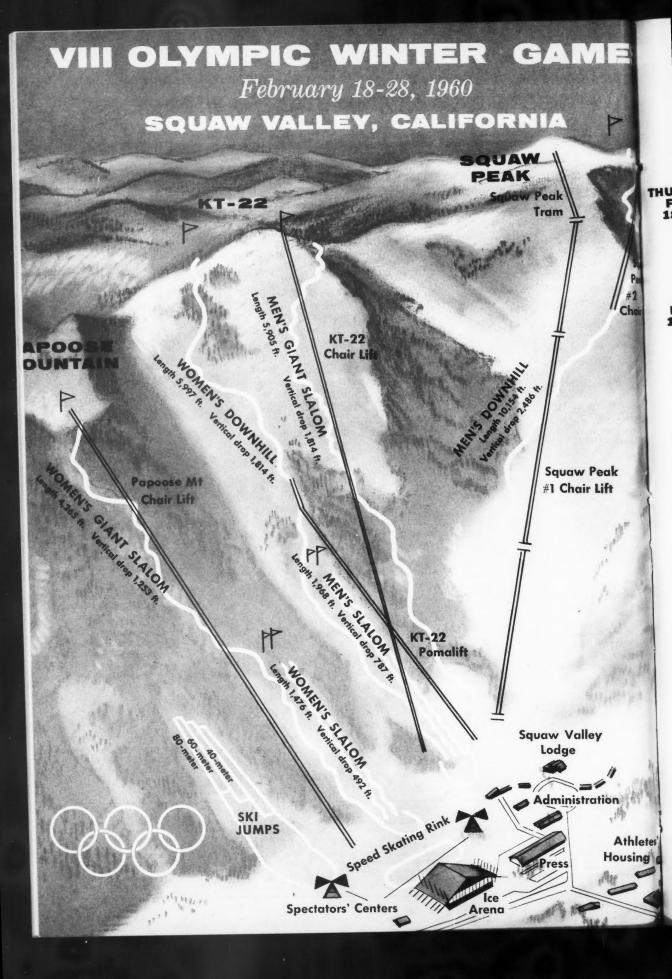
A Swedish hopeful who found himself since he made his international debut 2 years ago in FIS



Mack Miller U.S.A.

Probably the best distance man U.S. has ever developed. Was 28th in tough 50 km in 1958 FIS

CREDITS: The pictures and information on these four pages is the result of the patient work of Jinny and Jack McDonald of New Rochelle, N. Y. SKI Magazine wishes to express their appreciation to the Olympic team candidates from all over the world who took time and trouble to answer their questions and provide pictures. We are also indebted to the following persons who aided in locating pictures and information and in translations: Members of the U.S. Olympic Committee, particularly John Clair Jr., Jack Geyer and Malcolm McLane; the Olympic committees and ski federations of all countries; and Helga Godl, Bruno Moravetz, Lilo Michel, Honore Bonnet, Pierre Simione, Rudi Mattesich, Carl Krois, Ernesto Saska, Maurice Martel, Rene Beros, Myron Clement, Mme. L. Dumont, Pierre Curchod, Lennart H. Hammar, Pauli Swanljung, Ellen Sighvatsen, Johan Brandvik, Sigge Bergman, Helmut Lohden, Ralph DeMasi, Peter J. Lucchi, Joseph Manceau, Ralph Naranjo, Henry Knull, Mr. and Mrs. Joseph Thiessen, Mr. and Mrs. Joseph Gluck, Mr. and Mrs. Frank Attisani, Bruno Baroni, Hans Baertschi, Edi Koller, Lowell Thomas, Sven Wiik, Maxmillian Ellers and John Stucki.



SCHEDURE OF EVENTS

THURS. FEB. 18TH Afternoon Opening Ceremony, Ice Arena and Speed Skating Oval Ski Jumping Exhibition, Papoose Peak Ice Hockey Game, East

FRI. FEB. 19TH

Men's 30km Cross Country, Mckinney Creek
Men's Downhill, Squaw
Peak
Pairs' Figure Skating,
Ice Arena
Afternoon
Three Ice Hockey Games,
East Rink and Ice Arena

Morning

Morning

SAT. FEB. 20TH Women's 500-meter Speed Skating, Speed Skating Oval Women's Compulsory Figure Skating, Ice Arena Women's 10km Cross Country, McKinney Creek Women's Downhill, KT-22

Afternoon Victory Ceremonies Three Ice Hockey Games, East Rink and Ice Arena

Women's Compulsory

Figure Skating, Ice Arena Biathlon, McKinney Creek Men's Giant Slalom, KT-22 Women's 1500-meter

Women's 1500-meter Speed Skating, Speed Skating Oval Afternoon

Victory Ceremonies 60-meter Combined Ski Jumping, Papoose Peak Three Ice Hockey Games, East Rink and Ice Arena

Women's Compulsory

Figure Skating, Ice
Arena
Men's 15km Combined
Cross Country, McKinney Creek
Wo men's 1000-meter
Speed Skating, Speed

Morning

Skating Oval
Afternoon
Victory Ceremonies
Four Ice Hockey Games,
East Rink and Ice Arena

Morning
Men's 15km Special
Cross Country Skiing,
McKinney Creek
Women's Giant Slalom,
Papoose Peak
Women's 3000-meter
Speed Skating, Speed

Skating Oval
Afternoon
Victory Ceremonies
Women's Free Figure
Skating, Ice Arena
Three Ice Hockey Games,
East Rink and Ice Arena

Morning

Morning

Morning

ney Creek

WED. FEB. 24TH

TUES.

FEB.

23RD

Men's Slalom, KT-22 Men's 500-meter Speed Skating, Speed Skating Oval Afternoon Victory Ceremonies

Men's Compulsory Fig-

ure Skating, Ice Arena

Three Ice Hockey Games, East Rink and Ice Arena

Men's Compulsory Fig-

THURS. FEB. 25TH ure Skating, Ice Arena
Men's 4x10km Cross
Country Relay, McKinney Creek
Men's 5000-meter Speed
Skating, Speed Skating
Oval
Afternoon
Victory Ceremonies
Three Ice Hockey Games,
East Rink and Ice Arena

FRI. FEB. 26TH Women's Slalom, Papoose Peak
Men's 1500-meter Speed
Skating, Speed Skating
Oval
Afternoon
Victory Ceremonies
Men's Free Figure Skating, Ice Arena
Two Ice Hockey Games,

East Rink and Ice Arena

Women's 3x5km Cross

Country Relay, McKin-

SAT. FEB. 27TH Morning
Men's 50km Cross Country, McKinney Creek
Men's 10,000-meter
Speed Skating, Speed
Skating Oval
Afternoon
Victory Ceremonies
Four Ice Hockey Games,
East Rink and Ice Arena

SUN. FEB. 28TH

Afternoon
Victory Ceremonies
80 meter Special Ski
Jumping, Papoose Peak
Figure Skating Exhibition, Ice Arena
Closing Ceremony, Ice
Arena and Speed Skating Oval

HOUSING

Accommodations for 35,000 persons within fifty-mile radius, most of them on north, west and south shores of Lake Tahoe and in Reno. Apply to Olympic Winter Games, San Francisco, Calif., local chambers of commerce or establishments flying Olympic housing flag. At these designated lodges, prices reach maximum of \$10.00 per person for one night, \$12.50 for house-keeping units.

HOW TO GET THERE

Car—U.S. routes 40 and 50 connect with state routes 89 and 28 to Squaw Valley. Rental cars and taxis available in area.

Bus—Regular shuttle buses to and from all points within fifty-mile radius. (One-way ticket, New York to Truckee, costs about \$78.00)

Plane—Three airlines serve
Reno, Nev., forty-six miles
away. (First class round trip
ticket, New York to San
Francisco, costs about \$365)
Train—Daily service from Pacific Coast and from east to
Truckee and Reno. (Round
trip ticket, New York to
Truckee, costs about \$312
first class, about \$180
coach.)

TICKETS

Daily ticket for \$7.50 and season ticket for \$60.00 give access to all events except those held in Ice Arena. Reserved Ice Arena ticket costs \$200 for eleven days, entitles holder to reserve seat for figure skating and hockey games in Ice Arena and access to all other events. For ticket application write to Ticket Director, Olympic Winter Games, San Francisco, Calif., or contact any office of United Airlines, American Airlines, TWA, Southern Pacific Railroad or Greyhound Bus Lines, or local travel agent.



▲ Athletes like Toni Sailer inspire greater feats. But first they must get a chance to reach the top

A VETERAN OLYMPIC OBSERVER

MAKES A CASE FOR THE OLYMPICS

AND ASKS FOR OFFICIAL REALISM

THE WINTER GAMES ARE WORTH SAVING

by Bill Eldred

It is one of the ironies of the Olympic Games that they are primarily responsible for the decline of the amateur.

It is this irony which has precipitated the latest flareup over the status of the Winter Games. A review of the amateur question by Marc Hodler, president of the FIS, prompted Avery Brundage, president of the International Olympic Committee, to say that the IOC would be only "too delighted" to abolish the Winter Games since they had become "too tainted with professionalism to be worthy of the Olympic ideal."

There are few men in this world today who would stand a chance against Avery Brundage in an argument on Olympic history and tradition. There are even fewer who would question the noble concept of the pure amateur. The only problem is the relation between the ideal and reality.

Reality, unless we confine Olympic athletes to the wealthy, requires that contestants be paid room, board

and travel expenses. Technically, here we have already fudged on the "pure amateur" ideal. But we can't stop there.

If there had been no modern Olympics, the chances are good that jumpers would be satisfied with 150-foot jumps instead of 300-foot jumps and downhill racers would be content to negotiate a two-anda-half mile course in four minutes instead of just over two minutes. And we would still be dreaming about four-minute miles and seven-foot high jumps.

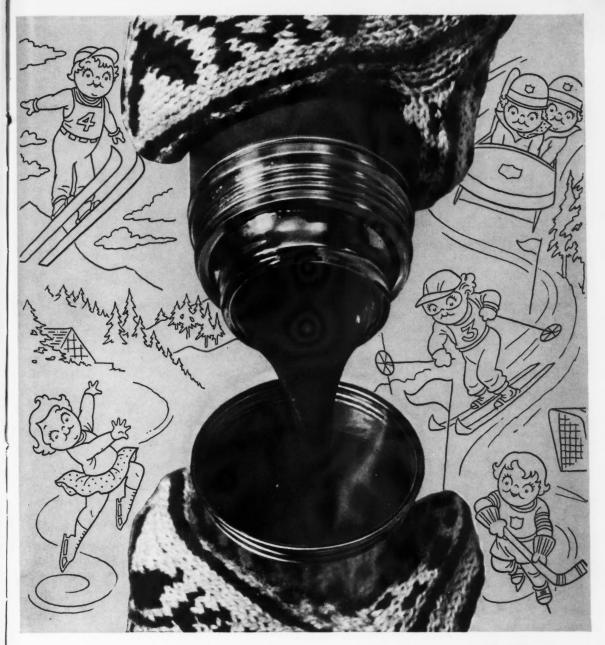
It is primarily the Olympics which have increased the interest in athletics of all kinds and which have spurred sportsmen all over the world to greater and greater efforts. The trouble is that these efforts require a degree of physical perfection—a frequently overlooked Olympic ideal—which cannot be reached except by almost constant practice.

Practice takes time and athletes must make a living. Under modern conditions these two prerequisites are bound to conflict. Each nation that participates in the Olympics solves the problem in its own way. None, including the United States, adheres to pure amateurism.

The amateur question will probably never be solved to the satisfaction of the Olympic idealists. The question then becomes: are the Olympics worth saving?

This question can be answered with a few examples.

The year was 1948. The United States skiers weren't given a chance. But against the world's best, Gretchen Fraser made a perfect first run down the slalom course. The excitement for the second run was almost unbearable. Gretchen, running in number one position, made a second perfect run and nothing her competitors tried could deprive her of her gold medal. Never have I witnessed such electricity in the air, such pure exhilaration over the triumph of one person. True, the usual dramatic elements were there-the fall of (continued page 60)



Good things begin to happen when you TAKE GOOD HOT SOUP ALONG

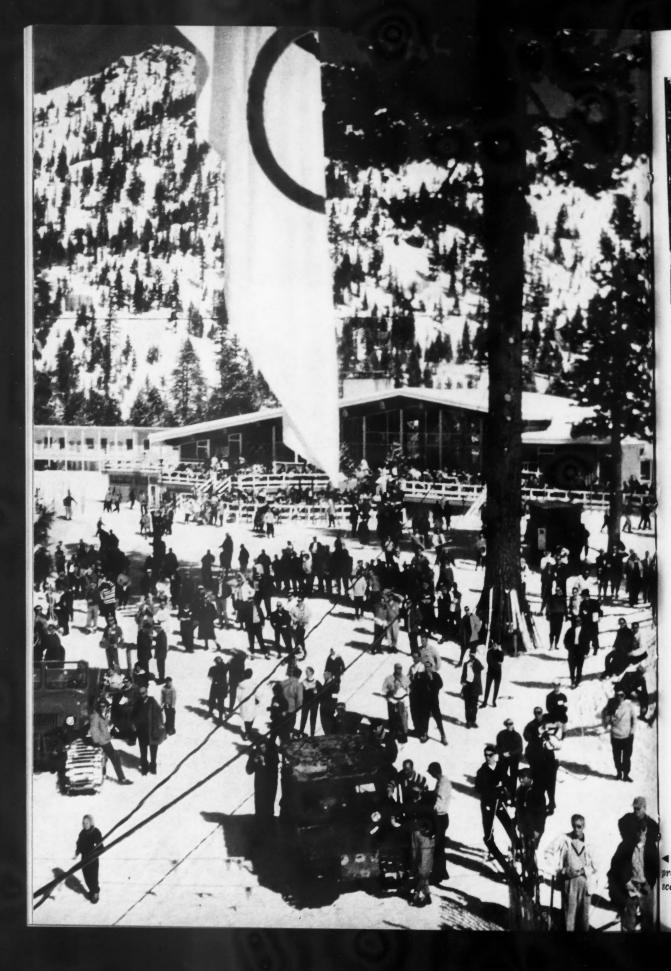
Take Campbell's Tomato Soup, for instance, it's the healthy way to warm up! M'm! M'm! Good! And so nutritious, too!



Campbell's Soups are served in the athletes' dining room at Olympic Village.



Have you had your soup today? Campbells, of course!





▲ A jumper's view of Squaw: the ice arena and the east rink ready and waiting for Olympic competitors

OUR IMPOSSIBLE OLYMPICS

SQUAW'S DETRACTORS

WERE A VOCAL LOT, BUT

THEY FIGURED WITHOUT

AMERICAN KNOW-HOW

by John Henry Auran

Squaw Valley, if a little nationalistic pride is in order, is the product of American salesmanship, ingenuity and know-how at its best.

In an era where it is fashionable, even among the natives, to sport an excessive degree of scepticism about anything American, even the expatriates must admit that the very national characteristics which give them gooseflesh have given birth to a Winter Olympics site which future hosts to the Games will find hard to match.

The accent here is on future because nothing like it has been seen in the Winter Olympics past. Since their inception, the Games have been held in well-established re-

◆ One of the points not in dispute in pre-Olympic controversies was the scenic beauty of the Squaw Valley site sorts. Squaw Valley, even by American standards, is an infant entry in the winter resort field.

Others aspiring to the Games could at the time of selection rightfully claim that they had more of everything than Squaw, but they figured without the persuasive talents of Alec Cushing, who parlayed what was an admitted publicity stunt into reality by what his more moderate detractors call unmitigated gall.

But to ascribe Cushing's success to either gall or luck is to short-change the man. Having once caught the Olympic tiger by the tail, he followed through and delivered—albeit not without some of the hottest controversies in Olympic history.

The reams of newsprint, both foreign and domestic, consumed in discussing the various aspects of these controversies would finance the Games several times over, but they should not obscure the accomplishment. True, many of Squaw's miseries were self-imposed, but in all justice it must also be pointed out that it is in the Olympic tradition for the Games to be notoriously prone to global fireworks.

But the purpose here is not to rake the ashes of the past. Rather it is to look at what has been done since June 1955 when the International Olympics Committee, by the closest vote in history, gave the award to Squaw Valley.

Even its most vehement detractors have not disputed the scenic beauty of the site of the VIII Winter Olympic Games. The Sierra Nevada are an impressive range of mountains, but where they form Squaw Valley they seemed to have made a special effort to provide formations striking the eye and tailor-made for skiing.

Two of these upthrusts-Papoose and K-22-are so formidable that the Fédération Internationale de Ski (FIS) didn't hesitate to declare the five Alpine race courses on them to be of truly international competition caliber. There was considerable discussion about the sixth—the men's downhill course on Squaw Peak-but competitors should have strong second thoughts about its difficulties when they see it in its final form and consider that they will have to run it at over sixty miles an hour to come within smelling distance of a medal.

Unless a century of certainty is to be upset, Squaw will have one invaluable asset which has been conspicuous by its absence in several past Olympics and FIS World Championships: lots of snow. An average of 450 inches a year has been recorded at the Valley, as sure a guarantee that there will be enough snow to ski on as could be

Ski wear with that Olympic look...



CARTER & CHURCHILL CO., LEBANON, N. H.

Squaw Valley

provided by any place in the world.

But these facts, interesting as they are, do not make Squaw Valley unique among Olympic sites. What makes it different are its facilities and layout, which are bound to make a deep impression on future Olympic organizers.

Alec Cushing, more or less out of desperation, sold Squaw Valley on the basis that it would provide a site which would "restore the Olympic ideal" by holding the Games "in a clean, simple atmosphere free from commercial pressure and public interference." Cushing may well have had such an idea in mind, but the "simple atmosphere" part of it soon went out the window when the Olympic Organizing Committee under the chairmanship of Prentis C. Hale came to grips with reality. Even without fancy installations, they were faced with building a city for 1,500 people.

This was done, although there were enough doubters in nearby Reno who wagered that it wouldn't. It is almost superfluous to mention that organizers faced a task of fantastic and unusual proportions, not the least of which was to install water and sewage systems and means of coping with Squaw Valley's superabundant snows.

Yet, by being forced to start from the bottom up, those in charge have turned a drawback into an asset. While much was made of the superior facilities of other contending resorts, none was able to promise a Games site mastertailored to Olympic needs. In the past, for instance, winter athletes and their officials were housed in available hotels, and compared with summer athletes, skiers and skaters were treated something like distant relatives. This time they will have a village of their own, which should go a long way toward accomplishing what Pierre de Coubertin had in mind when he revived the Olympic Games-international goodwill through sports. While the specialized needs of certain countries are provided for, the very design of the dormitories, cafeterias and recreation halls encourages a certain amount of "togetherness" among contending athletes.

Where spectators and competi-

tors alike will really benefit is in the timing of the events. Instead of standing around, often for hours, while officials sharpen pencils and scratch their heads, complete results will be posted as the events are going on. The electronic whizbang which makes this possible is IBM's RAMAC computer, which has in its prodigious memory pertinent facts about every participant. Even without actual Olympic experience, RAMAC has made such an impression that its use at future major events is guaranteed.

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While there will be no hotels and motels available in Squaw Valley proper-they have been taken over by the Olympic Committee-spectators will nevertheless have the best deal ever. Every event, with the exception of the cross country races, is within a few minutes walk from the center of the valley. As a matter of fact, a well-placed chair can provide a view of most of the contests. Logical and obvious as this may seem, this is another first in Winter Olympics history where widely dispersed courses and rinks have been the rule.

Nor need sophisticated Olympic buffs fear for lack of after-sunset activities. Lake Tahoe, easily visible from the peaks surrounding Squaw Valley, is an experienced host, offering round-the-clock entertainment and cuisines designed to tickle the palates of every national taste. At Stateline and Reno, just over the Nevada border, casinos are ready to provide excitement which will make every visitor feel like an Olympic contender. Just to make sure that as few as possible miss this point, casino owners have been spending money at a rate equal to that of Olympic organizers.

There are none now who doubt that the 1960 Winter Olympics will be as spectacular as this quadrennial meeting of the mighty deserves to be. Time Magazine, in viewing what had been accomplished a few months ago, noted that Chairman Hale, in getting the show on the road, "brooked no nonsense, made few friends, but ultimately got results." As those fateful days approach, there is no question about these results. And after the Games are over, Mr. Hale may find he has a lot more friends than Time thinks he has

THE FIELD WAS STRONG, THE COURSE SLIPPERY, WHO WOULD BE QUEEN OF

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THE SOCIAL SLALOM

by Frances Moffat

The competition in one phase of the Winter Olympics was over long before the contest is scheduled to start at Squaw Valley. Society hostesses in San Francisco and Reno started to draw battle lines last summer in the scramble to see who was going to snare the most important foreign visitors for their parties.

A hospitality and protocol committee is judiciously designating the ladies it feels are qualified to entertain the top brass, which includes the Marquess of Exeter, Prince Pierre of Monaco (father of Prince Rainier), Lord Killanin of Ireland and Count Paolo Thaon de Revel of Italy—all members of the International Olympic Committee, which will meet in San Francisco for a five-day planning session before the Games start Feb. 18.

Prince Bertil of Sweden, although not an IOC delegate, has announced that he plans to lead his country's athletes to the Games.

The idea that Squaw Valley will be the St. Moritz of the New World for a brief time this winter has West Coast society agog.

One San Francisco hostess, having gotten the green light from the committee that she was free to plan a dinner party for the visitors, picked up the telephone and called Paris to invite the two French IOC members, Count de Beaumont and Armand Massard, to her function.

She hit the jackpot because Count de Beaumont will be accompanied by his daughter, the dashing Viscountess de Ribes, whose picture appears so often in the society fashion magazines.

From the time the IOC group arrives in San Francisco on Feb. 12 until it leaves Feb. 17, few free moments are allowed the delegates. Their planning sessions will have to be squeezed in between an elaborate program that starts with a formal ceremony in the War Memorial Opera House.

This is the full treatment as far as San Francisco is concerned, as it was in the Opera House that the charter meeting of the United Nations took place in 1945.

There were plenty of parties then for the foreign dignitaries, but now, no wartime austerity holds back the city's hospitality.

There will be tours to the vineyards with luncheons at the wineries, teas and dinners in private homes, a dinner at fashionable Trader Vic's restaurant with a fashion show presented by the Junior League and, as a grand climax, the Olympic Ball at the St. Francis Hotel on Feb. 15.

On Feb. 17, the IOC will be whisked by airplane to Santa Barbara, where Avery Brundage and his wife will give a luncheon for them in the Coral Casino of the Santa Barbara Biltmore.

Reno's highlight will be a triple threat ball on Feb. 25. Called the Merry-go-Round Ball, it will take place at the Nevada city's three leading hotels, the Riverside, Mapes and Holiday, which have been taken over for the evening.

The prominent visitors will by no means be left to themselves the rest of the ten-day period of the Winter Games. San Francisco society plans to come up en masse and open luxurious homes around Lake Tahoe and entertain for them.

Mrs. Richard Walker, the capable hospitality chairman, in charge of programs in both Reno and San Francisco, has laid down a few ground rules.

Only four VIP's will be allotted each hostess. By diligent research the visitors and the localities must be shown to have a few interests in common. Ages, tastes and the language spoken will be considered.

Needless to say, all this has started a great rush to the shops to buy clothes appropriate to the Olympics and entertaining after the games. Active ski clothes? Well, the younger socialites will be out on the slopes, but their elders figure this is no time to learn to ski. They might get hurt and miss the parties!

NOW!
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OLYMPICS
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THAN EVER



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WHETHER YOU ARE AT
SQUAW VALLEY, OR WATCHING ON T.V.
THE GAMES WILL BE MORE EXCITING
IF YOU UNDERSTAND
THE EVENTS AND THEIR RULES

HOW TO WATCH OLYMPIC RACING

by Walter Prager

Millions will be watching the Olympic Games at Squaw Valley, but only a comparatively few fortunate people will actually travel to the slopes of KT-22 or Squaw Peak to obtain a close-up of the best skiers in the world. The rest, the majority, will sit at home and view the dramatic events on their television screens. Regardless of which you do it will add to your enjoyment if you have some understanding of what is going on.

Here is an explanation of the different events and what to look for:

Downhill. The men's downhill race will be held on Squaw Peak. If it is a fast day the track will be slightly icy and speeds up to eighty miles an hour may be attained. This is not a sport for the timid.

Much advance preparation by the participants is necessary for this hair-raising event, and a line (the fastest route of descent) is practiced diligently. An entire national team may practice the same line, or variations may be made by one or another member. It takes tremendous concentration and infinite care to memorize a downhill course of two miles in length with a vertical drop of approximately 2,800 feet. There are hundreds of ever-changing terrain features which must be coped with every second of the two-minute descent. Bumps, drop-offs, some almost vertical, steep gulleys and ditches call for every maneuver known to



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the top contenders in this exhilarating sport. At some of these obstacles the skier stays on the snow. He sails lightly over others and prejumps certain bumps. (In prejumping the racer takes to the air with a quick snap of the knees before the actual edge of the dropoff is reached. Failure to do this usually involves a tremendous catapult into the air followed by a spectacular spill and generally the end of the race for the competitor.)

The women will have it no less exciting. Their course is shorter but steeper, and the speed and daring with which these girls hurl themselves off KT-22 Peak will be enough to make a snow bunny freeze in his tracks.

Each competitor will have approximately ten days to familiarize himself or herself with the courses. To make sure that all contestants follow approximately the same line, control flags (a pair of large blue flags about twenty feet apart) are strategically placed on the course not only to create equal opportunities for all, but also to prevent a racer from flying off the course into the trees, or from sailing off a cliff. While this is going on the coaches will spend endless

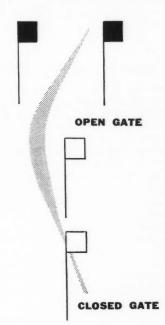




DOWNHILL GATES

hours studying the snow and weather conditions and testing waxes. The temperature of the snow, as well as that of the air, is taken in an effort to formulate the fastest combinations of waxes.

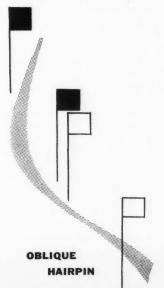
The race itself is not too different from a fast practice run, except that now a gold medal is at stake and not even the slightest mistake is permissible. The smallest deviation from the best line or misjudgment of speed can result in disaster. While speed is the all important factor in a downhill race, judgment and an occasional stem or windcheck, by standing up instead of crouching, to reduce speed, are just as necessary to win.



Slalom. As exciting and tough as the downhill race is for the competitor, just as exacting is the slalom and giant slalom. In the slalom the course consists of matching pairs of alternating red, yellow and blue flags, approximately nine feet apart, known by descriptive names. The poles used are solid three-inch bamboo "trees" with correspondingly colored flags attached at the top, extending approximately seven feet over the snow. The imaginary line between the poles is horizontal in an open gate or vertical in a closed or blind gate, according to the direction of the descending skier. From these two basic sets other combinations

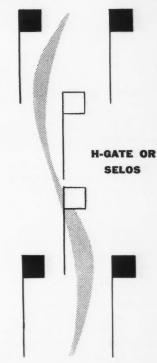


are produced. Two blind gates in a line are called a hairpin. Three or more are termed a flush. Two blind gates set apart with an open gate between is an "H," or an offset "H" if any one pair is set out of line. All are tricky combinations meant to make it difficult when taken at high speed. A skillful course setter (and they will be at Squaw Valley), places the flags in such a way as to induce a skier to



take chances in order to shave a fraction of a second off his time. The short-cut is often a trap, intended for just that purpose, and only a man eminently skilled in this event will be able, by superhuman effort, to avoid a time consuming spill.

A racer has only two hours or so to study the course, and with sixty to seventy gates, this requires a well trained and excellent memory. When you see a racer at the start standing with eyes closed as if in a trance, rocking from side to side in a manner resembling a drunk, then throwing in a few quick jerks with the hips, he is making one last complete run mentally in an effort to memorize every gate and every turn.



Gatekeepers are engaged to make certain that the racers ski between the matching pairs of flags. For example, a competitor can knock down flags with his arms or shoulders, but both skis and feet must pass between the two poles. Should a racer not comply with these rules he is automatically disqualified unless he corrects the mistake by climbing back and skiing through the flags properly. Because it is often difficult for the gatekeeper to call a penalty, the rhubarbs at Yankee

How to watch

Stadium are no more ferocious than those that arise when an innocent skier is disqualified. The race referee, after considering all reports, makes the final decision.

The men's slalom will see the best slalom artists in the world on KT-22 match razor sharp steel edges, while the girls will match skill and stretch pants on Papoose Mountain. Both courses will be steep and tricky, bumps interspersed with seemingly impossible gate combinations.

Giant slalom. The giant slalom will be a spectacular exhibition. The gates are set farther apart,



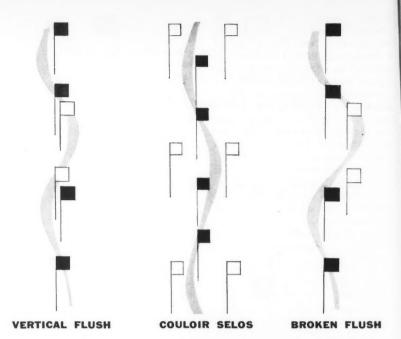
GIANT SLALOM GATES

approximately twenty feet, and the distance between gates is much greater. It is more of a controlled downhill race.

Because of the great difference in the three alpine events, different skis are usually used for each race. For the downhill and giant slalom, heavy skis with hidden steel edges have proved to be fastest, while for slalom a much shorter ski is preferred, and solid offset steel edges are always used.

The alchemists of ten centuries ago had nothing on the present day masters of the art of mixing waxes for the races, and the secrecy with which new and better formulas are guarded by their inventors can only be compared to the guarding of atomic secrets by Russia and the United States.

Cross country. The above three races are referred to as alpine events. Now let us look at the nordic men and women, which is the term used for cross country and jumping. Cross country means exactly what the name implies, a race against time for fifteen, thirty or fifty kilometers over a course of intermittent climbs and downhill stretches, interspersed with level terrain. It is a true test of the competitors' strength, endurance, ski technique and tactical knowledge.



More people should take the trouble to watch a cross country race. It is as fine a test of well-trained athletes as one can find anywhere, and there is definitely beauty in the motion of an expert cross country runner.

Dramatic moments can take place at any part of the long trail, whether it is over the fifteen, thirty or fifty kilometer distance, or even during the relay races for both men and women.

Here, even more than in the alpine events, waxing looms as a major factor. The narrow, light racing skis must be covered with

one or more layers of wax which will enable the runner to climb any hill, as well as to travel with great speed downhill and across level stretches. For dry powder snow this is not a difficult task, but, should there be icy conditions interspersed with wet, or even dry snow, then the coach who "misses the wax" had better catch the first bus to Reno.

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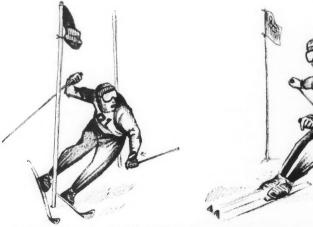
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Jumping. Of all skiing events ski jumping traditionally draws the largest spectator crowds. For example, the oldest and most famous jumping meet is held on the Holmenkollen Bakken in Oslo,



▲ The racer on the left will be disqualified unless he climbs back since both feet must pass through the gate. The one on the right is in the clear even though he is knocking down a pole.

Norway, and usually more than 100,000 enthusiastic fans surround the "cradle of ski jumping."

Jumping has become more and more spectacular in the last decade. A more aerodynamic style has been developed to a point where a jumper assumes an almost horizontal position in the air, and seems to dive down head first only to make a graceful landing around the ninety-meter mark.

With the exception of distance, which is obviously the sign of a good jump, style, body and ski control, as well as a proper landing, are judged by five internationally qualified jumping judges. To understand the point system helps greatly in enjoying a jumping meet. The jumper starts with twenty points, so to speak, at the top of the inrun. For every mistake he makes from his take-off, on his bird-like flight, and until he passes the transition, from one to ten or more points are deducted. For example, if while in the air his tips are pointed too far down, or his skis are not closely parallel, he will lose one to three points. Insufficient forward lean, or a poor landing will also cost him one to three points, and so on. It is thus quite obvious that a jumper who receives an eighteen or nineteen from all judges has executed an almost perfect jump. In case of a fall before the transition has been passed, an additional ten points are taken off, which eliminates the jumper as a serious contender for the championship.

Considering the fact that a jumper is airborne from four to five seconds on a long jump, there is ample time in which to make a mistake. Many years of practice are required to produce a true champion who can successively execute two or three identical jumps, perfect in form from take-off until he finishes with an elegant christie.

In order to arrive at a final score the form points are combined with distance points. The points for distance are calculated by giving twenty points to either the longest jump or a predetermined distance, say the hill record. Each successively shorter jump receives proportionately fewer points. The final result is thus calculated. Five judges score, but the highest and

lowest scoring officials are not counted, thus leaving three judges to score. The total points of these three judges are added to the distance points, which are multiplied by three to equalize the form points.



Even more complex mathematical wizardry is required to figure the nordic combined, which consists of cross-country and jumping. Fortunately a knowledgeable IBM RA-MAC computer will figure this out faster than the human mind can comprehend even the raw figures. This computer will also do the headwork in the other events. It does its work so fast that it can give relative standings of the racers as the events are going on. This promises to make the 1960 Games more exciting than ever since it used to take hours to get the final results.

With the above information you can now climb to a good vantage point on KT-22 and watch the world's best skiers come schussing down the sheer slopes of the Sierras, or better still, settle down before a TV set and enjoy the thrills and spills in peace and warmth.



There's a Henke for every skier and a Henke tradition in every pair: fit, design, material, craftsmanship—as only the Swiss can do it! At the best ski shops.

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WINNING TWO GOLD
MEDALS AT THE 1952
OLYMPICS, SAYS
OUR GREATEST WOMAN
SKIER, DOES NOT
MAKE UP FOR . . .



THE MEDAL I COULD HAVE WON

by Andrea Mead Lawrence

What goes into the making of an Olympic competitor, and what is it that makes an Olympic winner?

The act of winning an Olympic event is the culmination of all that has gone before: the training, the winning and the losing. It is also an indication of certain characteristic traits of the individual. That act will also partly reflect what its future value will be, though only time will tell and then enhance it.

In answering such a question I am struck by the fact that many of the years and events are merged together, that it all has one look, and perhaps because the goal was achieved the picture has very few painful memories, although those that are painful are most acute.

For me the ultimate success grew out of a very early and unavoidable exposure to the sport. In 1942, mother was chosen to captain the Eastern girls' ski team which had its annual bout at Lake Placid with the Canadian team. The follow-up was a race in Canada. This was the beginning of my racing career, one that should be considered sporadic, particularly with respect to the winnings. There could have been no happier introduction to competitive racing than this period which was characterized by the joy of being involved in the sport of skiing.

In this manner the seasons went by with very few races per year there was a short time out for a broken leg—and this was the pattern until 1946. That year I participated in my first National Championships at Franconia, N. H., the first major competition I entered.

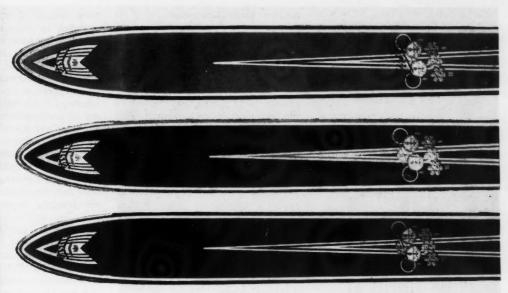
During those first years of racing I learned many things about myself and about the sport. Much of the racing technique I learned from experience. The most interesting phase I recall was the beginning of

the process of consciously analyzing the courses in relation to myself, introspectively. The analyzing of a course technically is something that a racer begins to do with the very first race.

My first vivid recollection of this happening was at Lake Placid in 1945. There was one spot on the downhill that was approached very rapidly and was a blind spot. The temptation was to check before going over it because I could not see what was beyond, but it was necessary to make myself go over it in a definite spot without checking. This was my first awareness of the necessity of self-discipline and it was then I started the deliberate effort to develop it. I cannot over-emphasize my belief in the paramount value of self-discipline.

The other conclusion I came to was the extreme importance of (continued page 44)

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physical condition. This also tied in with self-discipline because with self-discipline you can push beyond your known ability. If you are in very good physical condition there are very few things that you can't try, and accomplish, commensurate with your ability and confidence.

The 1947 season presented the first serious challenge and goal to be worked for-the Olympic team of 1948. It was also my first year of extensive racing. The first ones were the qualifying races in the east and then the tryouts in the west. There are many impressions in looking back at that year. It was my first year of being more-or-less on my own and the first that had serious aspects as well as those of great exuberance. Winning my first race, the Olympic tryout slalom, after five years of racing, was a wonderful experience.

Other than being very happy and somewhat surprised about it, I don't think I took it too seriously. It did have a certain serious and profound effect nevertheless. It represented an achievement to myself and to others. It certainly whetted my appetite and opened my thoughts to the possibility of what more could be done, and it helped my ambition take a more definite shape. I am sure that along with all that it spurred my subconscious into assimilating and sifting facts and ideas, and that it was one of the beginning points for many subsequent theories and beliefs about racing and its techniques, as well as for the ideals I held and have for racing-and life.

One other thing I must mention was a result of the 1947 season and the winning of the slalom: The success of that year and making the Olympic team gave me the feeling that I had partly justified and answered to myself and to many others for my pleasure and participation in the sport, which means that I had to a certain extent begun to give something back to skiing and to those who had faith in me and had given me material and moral support. This is a valuable awareness at any age, part of the growing and developing of a racer and a person.

The preparations, the journey to Europe and then the Olympics were

pure delight. Everything was surrounded by so many experiences that to relate them coherently is virtually impossible. It was very easy to be oblivious to whatever problems beset the group, as individuals or as racers, and to be equally unaware of the usual tension regarding other competitors, and the stage fright so many go through. Instead, the racing, living conditions, travel, people, the tremendous pastry shops, the fascinating towns, all these were a source of great pleasure, and an education that I can not imagine acquiring any other way.

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As for my attitude toward racing, regardless of the fun of competing, I always had a desire to do as well as possible. This seemed to be a natural and uncomplicated desire, and the physical effort was not a conscious one.

The race results of the winter were negligible with two exceptions: the winning of a race in Pontresina, the weekend before the Olympics, and even more important, a second place in the Arlberg-Kandahar slalom. The first appeared a fluke and perhaps was something that could only come from exuberance. The second was the achievement and receiving of the A-K pin. The A-K has prestige beyond all other races because it is symbolic of what is oldest and finest in the sport and is greatly coveted in the world of ski competitors.

Despite the pleasures and interesting aspects of the winter, derived from skiing as well as from extracurricular activities, the many failures and misses of the ski season had a profoundly constructive effect on my attitude and ambition. The result was one of depression, more apparent to those observing than to myself. At that age such an emotional process is difficult to understand. I was aware only of trying to do something but never quite making it and not knowing for sure why.

This is a necessary and profitable process. What this does is to start slowly the generation of a nervous energy that will eventually be called into use for the purpose of bringing oneself to the point of maximum output in competition. Before this can happen it is necessary to win a few races and to win them well. By winning them well, I mean winning

them to the satisfaction of one's self. During the years of development of a racer all these things begin to formulate and only time can prove them.

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Those first few years of racing were characterized by exuberance and fun but there was a definite undercurrent of seriousness. Its evolution went from the days of play and pure fun into the mature acceptance of definite responsibility to myself, to skiing as a sport and as competition; to those who had placed faith in me and had high expectations; and to my country. Goals became vivid and materialized and then were consciously striven for.

The 1949 season contributed to my knowledge of racing and of myself. Some of the theories and ideas that had been developing started to appear and to be put to use. I won a National Championship for the first time, downhill, slalom and combined. This was at Whitefish, Mont. It was a wonderful and rewarding experience. In a way, though this was the only race I won that year, I started to come of age in my racing. Strangely enough, it was quite some time before many others knew it.

Winning the Nationals was a very deliberate and conscious effort, particularly the slalom. This was true to a greater degree than any other effort that I have ever made. It was also the first sign of the pulling together of all my forces in order to push myself to my maximum ability. Another contributing factor was what I mentioned earlier, the result of a generation of nervous energy. A part of that nervous energy was due to the fear that the many mistakes and instances of "almost making it" might be repeated. All these forces combined for the first time for a fleeting moment.

I cannot say that I was fully cognizant of all that was happening. Instinct told me part of it and I knew that I almost had something, but it still was not within easy grasp. I spent the rest of that winter and the better part of the next trying to repeat that experience, knowing that when it happened again it would be a stepping stone to being able to keep it within reach so that it could be used at the times (continued page 65)



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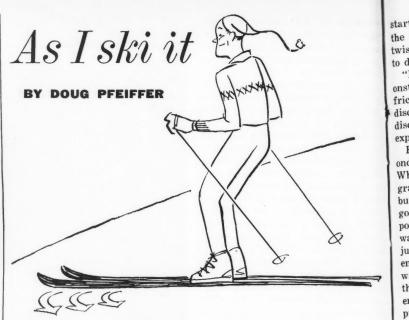
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▲ Back pressure applied with slight release of edges causes tips to turn downhill. This is useful in powder and mogul skiing

BACK PRESSURE IN TURNING

You mean you actually want me to ski with my weight on my heels?" Pogo Cottontail seemed astounded as he asked this question. "But that's opposite to what I've always thought I was supposed to do."

Pogo is being taught some of the more subtle but extremely important points on how to become a good skier. He derives his name from the fact that when we first met him in an earlier article he was hopping down the bunny trail as if on a pogo stick, trying to learn basic parallel christies. And now he is continuing to learn the art of controlling a sideslip, of precisely controlling his skis while doing a christie.

"Because you've heard you must lean forward all the time, Pogo, does that necessarily make it a fact?" I asked by way of reply. "But let's not argue at this moment. Let's say you are going to ski with your weight on your heels in the interest of science. Will you try it?"

"Well, nothing ventured, nothing gained. Please explain once more what it is I am to do."

"I want you to traverse this packed slope in a good traversing position." The slope in question is tilted to about twenty-five degrees. "Then while you are in motion, apply backward pressure."

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"Backward pressure?" queries Pogo.

"If you remember last month's lesson, you applied forward pressure. This time move your hips back of your boots a little so that your weight presses on the rear ends of your skis. Be very sure to keep your shoulders somewhat ahead of your hips at all times, though, so you will not lose your balance."

Pogo slides off, assumes a good traversing position, then moves his hips back, just a slight motion as though about to sit on the edge of a high stool.

"Now Pogo, keep applying backward pressure as you release your edges gradually and slightly." I emphasize the word slightly.

"Ah-ha!" says he, as he slides along, "Here we go again with that subtle edge control business." Now he releases his edges slightly, and you can tell by his stance that his weight rests on his heels. "I'll be a cottontail for sure!" he exclaims, "The fronts of my skis are gradually drifting down toward the bottom of the hill, as if I were starting a parallel christie toward the valley." But I'm not using any twisting action of my legs or body to do this."

"Exactly Pogo. You've just demonstrated another example of the friction-gravity principle which we discussed last time. In terms of that discussion, do you think you can explain what happened?"

Pogo concentrates for a few seconds, then speaks. "Let me see . . . When I traverse across the hill, gravity tends to pull me sideways, but because my skis are edged, I go in the direction in which they point. However, when I apply backward pressure and release my edges just a bit, the less weighted front ends of the skis begin to move toward the bottom of the hill, since the front edges will no longer offer enough resistance to this downward pull of gravity."

"Perfect, Pogo. Now traverse the slope and again apply backward pressure. But this time release your edges a great deal."

"I bet I know what happens," he says, "before I even try. I bet I'll turn into the hill."

"Then try it and we'll find out for sure." He traverses the slope again. He eases his hips back so that his weight clearly rests on his heels. Then he moves his knees away from the hill, while bending the ankles sideways a considerable amount, so that the bottoms of his skis are almost flat to the hill.

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"Just as I thought," he says with satisfaction, "I'm doing an uphill christic without using any twisting or turning motion. And that's because . . ."

Pogo explains that since his skis are practically flat to the snow, neither his front nor his back edges offer resistance to the pull of gravity. And since the backs of the skis are heaviest due to his stance, it is they, the tails of the skis, which skid downhill. In effect, the skier turns into the hill. "But so what," Pogo queries. "I mean so what about all this backward-pressure-and-edges bit? What can all this do to help me ski better?"

"Well, here's one good reason. To ski a slope covered with moguls, those skier-made mounds, you must be able to thread your way down through the grooves between the bumps. To do this you must be able (continued page 87)

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▲ The opening ceremonies of the Oympics at Lake Placid—and the start of the American ski boom

IT ALL STARTED IN 1932

To say that the little village in the Adirondacks had never seen anything like it means nothing.

The nation had never seen anything like it and the world at large had seen it only twice before. All this took place exactly twenty-eight years ago—early February, 1932, to be exact—in the village of Lake Placid, N. Y., and the Olympic Winter Games were only number three in history. Chamonix had hosted them the first time in 1924; St. Moritz had seen them in 1928.

In 1932, four years and several minor miracles later they were in the good old U. S. A. For days, people poured into the mountain community from literally all over the world. Rich people, people not so rich, obscure people, celebrities by the score. They came by special train, by car, by bus—a few, even in that day, by air. The show was on the road, the performers were ready, the audience was assembled.

Opening day, Feb. 4, dawned bright and crisp. The dark treach-

by George Carroll

ery of the weatherman was still no more than a symbol or two on a chart. The flags of seventeen nations whipped in the wintry air as their athletes clomp-clomped past the reviewing stand—a stand packed with dignitaries including Godfrey Dewey, president of the III Olympic Winter Games and host; flanking him, Count de Baillet-Latour, president of the International Olympic Committee; and host for the nation, Franklin Delano Roosevelt, then governor of New York state.

Speed skater, Jack Shea of Lake Placid, local boy soon to make good with a vengeance, drew the coveted honor of taking the Olympic oath for all present. Shea was a sophomore at Dartmouth College.

Standing beside Shea, holding the flag of his host country, was handsome William L. Fiske. Destiny laid its hand on Billy Fiske, too. Days later he became the darling of the crowds lining the icy bobrun on Mt. Van Hoevenberg. And when the final sled came roaring around the final curve, when the last upflung plume of snow and ice settled beyond the finish line, Fiske was winner in the big four-man event. The U. S. had another gold medal. But Billy's destiny was to take a sad and untimely turn. Only a few years later, flying for England in the early days of World War II, Fiske went down in flames over the Channel

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All this was hidden in the future. At Placid after the opening ceremonies the starting guns began popping while people still looked anxiously heavenward.

What was happening was the most unseasonable—to use a printable term—February weather in the records of the state. Snow that should have come never came. Snow that had been lying on the ground melted and ran in steady streams down Mill hill to the railroad station where special Pullmans housed

AS MUCH EXCITEMENT AS THE RACES AT LAKE PLACID'S OLYMPICS

hundreds of Olympic visitors. Snow disappeared from the cross country ski trails and the towering inrun of the big ski jump. Lake Placid's Olympic Winter Games teetered on the thin edge of disaster. The situation had all the elements of a collosal flop.

That it turned out to be quite the opposite was due solely to the determination, the unflagging energies of those in charge. Today, Godfrey Dewey can be found in his office at the Lake Placid Club. Said the president of the third Winter Olympics recently: "It was a case of never-say-die. We simply refused to admit defeat. Everyone, our own Olympic staff—the International Committee, village, town and state officials labored night and day."

And, in the end, they won. Only the bobsled races were postponed beyond their originally scheduled dates

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By today's standards the most conspicuous absentees in 1932 were in the ranks of the skiers. The skiing program at Placid consisted solely of the nordic events—cross country and jumping. Unseen, unsung and practically unknown were today's downhill speedsters and slalom slitherers. Missing too, were the girls. Not for four years—1936 and Garmisch—would the alpine boys win their place on the Olympic schedule. Not until some years later would Olympic skiing go co-educational.

Edmund C. Condon, famed Canadian ski official, played an important role in running the 1932 cross country ski races, He remembers much from those days. He remembers the Japanese especially.

Some distance from the finish line, the fifty-kilometer cross country course dipped into a ravine, climbed steeply up the opposite side. Here, according to Condon, was a spot where even the most dedicated langlaufer might be excused for thinking that perhaps he'd had it, that maybe life had become just a



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Lake Placid

little too real and earnest, and that it might be best just to turn off into the woods, lie down and sleep till the feeling passed.

On the day of the big race Condon with other officials took a position at the top of the ravine. "We hadn't been there long," the Canadian said, "when we were joined by a little brown-skinned man with the insignia of Japan on his jacket and an oddly shaped pack on his back. After some polite bowing and hissing, the little man unlimbered his pack and proceeded to set up a tiny, portable phonograph. There were several Japanese skiers entered in



▲ An all-time great, Birger Ruud of Norway, won the special jumping title at the '32 Games

the race. After a time the first of these appeared, panting, staggering, seemingly on the verge of exhaustion. Quickly our little friend started his phonograph. The strains of the Japanese national anthem floated over the ravine. Hearing it, the faltering skier was galvanized into action. Digging in with his poles he scaled the ravine in no time and went roaring along 'for emperor and homeland." As each of his fellow countrymen hove into sight, the man with the phonograph repeated his performance with similar results, according to

How did we, as a nation, do back there in 1932? Better perhaps than we've done in any Olympics since. Jack Shea and Irving Jaffee made a sweep of the speed skating. Fiske and that great sportsman, the late Hubert Stevens, did the same in bobsledding. We showed up well in the skiing. Caspar Oimen placed fifth in the special jumping, we had a tenth in the fifty-kilometer and placed well up in the combined event. In hockey we carried Canada to an extra-period final match that ended in a stalemate, then lost the medal on total points for the week. Our figure skaters did well.

Not a single television camera focused on any of this. But for its day press coverage was terrific, well beyond pre-Games estimates. The local high school served as press headquarters. If you couldn't fight your way inside you went elsewhere. The most famous of these "elsewheres" was the basement tap room of a village inn. Westbrook Pegler christened it the Cellar A. C. Some of the most dramatic stories of the week were filed by reporters who got no closer to the bobrun or ski jump.

Among the spectators malnutrition threatened daily. Restaurants and dining rooms were all too few, all too crowded. Proprietors made a killing, came close to killing themselves and their help in the process.

The impact on American winter sports? Very great, beyond question. And especially in the field of figure skating and skiing. Among the many who will testify to that is the peregrinating godfather of the sport Lowell Thomas. Lowell had skied off and on before 1932off and on the seat of his ski pants as he puts it. "However," says the famed newscaster and world traveler, "it was the Olympics at Lake Placid that really sold me on skiing. I'm sure it did the same for countless others. These first Winter Games to be held in our country gave American skiing the impetus it needed to get started. Now look where it's gone!"

One suspects that there may have been side effects not recognized at the time. The Europeans could be wrong. As a veteran skier said recently: "Don't tell me reverse shoulder is new. We used it plenty at Placid in those days. Battling our way through the mobs to the coffee and doughnuts."



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THE U.S. TEAM WAS A JOKE - UNTIL A PIGTAILED AMERICAN GIRL RAN THE SLALOM

I FOUND I WAS GOOD **ENOUGH TO WIN**

by Gretchen Fraser

The story of my Olympic medals goes back to 1939 when I married Don Fraser, who was on the 1936 Olympic team. After we were married we lived in Sun Valley for a year and that was my first opportunity to ski all winter.

We were both picked for the 1940 Olympic team, but the war canceled that trip. With Don in the Navy during the war, I was able to be with him most of the time, but it also meant that I went four years with almost no skiing. Since we started a gasoline and oil distributing company after he was discharged, again I had little time for skiing since I was doing the bookkeeping. So it came as a great surprise that I won the Olympic tryouts at Sun Valley in 1947.

We had six weeks of training in Europe before the Olympics, but since the budget was low, the girls' team didn't have a coach, so we had one of the boys from the men's team each day. We actually had eight coaches and at the end of three weeks we were very confused and skied poorly. After the Swiss women's championships in Grindelwald, where our lack of coordinated training showed thoroughly, our manager, Mrs. Alice Kiear, was able to get Walter Haensli to coach us.

Walter, a native of Switzerland, was quick to see that our problem was advice from too many people and set up a training schedule with time trials in slalom and downhill, which certainly helped all of us. We spent each evening waxing skis and tested the various combinations the next day.

The opening day of the Olympic Games in St. Moritz was a thrilling sight, but no more thrilling than what was to follow. The European press did not think much of our chances and we were placed well back of the top European skiers in the drawing of numbers. The downhill was first and we did not show spectacularly.

For what followed, I have always liked Manager Alice Kiear's report, which is the most accurate account of what really happened. In the excitement over my winning the gold medal in the special slalom, many people have forgotten that I first won a silver medal when I took second place in the combined behind Erika Mahringer of Austria. The combined was held only in the 1948 Games.

"The combined slalom," Mrs. Kiear wrote, "was comprised of forty-two gates. It was in this race



A historic moment. Gretchen Fraser on her way to becoming first American ski gold. medalist

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Gretchen Fraser

that Gretchen Fraser came into her own, second only to the winning Austrian, Erika Mahringer, and so far ahead of her downhill competitors that she placed second in the combined, giving her the silver medal, and the first skiing medal in an Olympics for the United States.

"Gretchen Fraser drew starting number one for the special slalom. We all knew that Gretchen had a cool head and would not be flurried, but this position, as all skiers realize, puts an added strain on a racer. She has no competitor with whom to compare herself and she sets a mark at which all the others can shoot. Gretchen skied the first slalom in the faultless time of 59.7 seconds and skier after skier, the greatest in the world, failed by split seconds to reach her mark. It was a breathtaking performance. A swift tabulation showed that four skiers were within one and one-tenth seconds of her winning time. The course was in such good condition that it was not changed for the second slalom.

"Then the unpredictable happened. The telephone from the top to the bottom failed, and for seventeen minutes Gretchen stood waiting for the signal to start. It was probably one of the greatest nerve strains to which a racer has ever been subjected, as she had to keep clearly in mind the tricky arrangement of the gates and how fast she dared to go. In the grandstands we sensed the girls above straining at the leash to better Gretchen's time. They had nothing to lose and everything to win by risking everything.

"Gretchen's second run was a beautiful performance and brought a roar of cheers from the crowd. Then Antoinette Meyer followed with a flawless run, giving all she had, half a second faster than Gretchen, but not fast enough to make up for her own slower first run; then Erika Mahringer with a beautiful run but seven-tenth of a second slower than Gretchen's: Thiolliere Georgette with her clipped, incisive style that is and looks so fast, but which was threetenths of a second slower than the more fluid winning time of Gretchen; then a row of girls, all great skiers, but whose first runs had not been fast enough to make them

dangerous competitors; finally Lucienne Schmidt-Couttet, considered by many French sports writers a better slalomer than Georgette, and only four-tenths of a second slower than Gretchen on the first run and undoubtedly her most formidable rival. She started down the course with a brilliant speed that seemed impossible to beat, but on a tricky pair of gates she caught the tip of her ski and spread-eagled herself between the flags. This put Lucienne out of the race and Gretchen had won the first gold Olympic ski medal for the United States.

"Gretchen Fraser's great victory was not a flash in the pan. No skier in the world can win a second place silver medal in the combined and a gold medal in the special slalom without being at the pinnacle of skiing prowess," concluded Manager Alice Kiear.

I might add that the slaloms were much icier than we in the west were used to. We spent hours filing our edges. The breakdown of the timing probably upset the others more than it did me, though it was a long, terrible time standing in the starting gate. I did get out after ten minutes to warm up a bit and then it was still about another ten before they gave the "Go!" As far as advice before the race, the help of our excellent manager, Alice Kiear, and Coach Walter Haensli helped smooth our nerves as much as possible.

It is hard to say now what my personal reactions were to winning. But the fact that I was there to do the best that I could and then to find that it was good enough to win a world title, was a surprise, especially since the press had been rather cruel about our efforts. Of course, the thrill of receiving the gold and silver medals in the Olympic stadium and seeing the American flag being raised is something I will never forget, but the true honor of winning comes with the wonderful friendships all over the world this title has made possible. Today I still manage to keep in contact through letters.

The generous way in which the other teams received my victory was touching and something I will never forget. I believe, except for a very few cases, the sportmanship in the Olympics is wonderful, and especially among the skiers.



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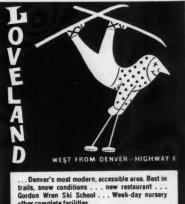
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10 Hot CHEERS for the 60 OLYMPICS

In the interests of international good will, Ski Magazine offers a double handful of hot rousers for the up-coming winter games.

Among the great comebacks of the last decade, list the rediscovery of that heartwarming tradition—the hot drink. These delectable concoctions have ancient and honorable history. They share with skiing the distinction of being popular in almost every land.

The legends and literature of olde England are replete with references to Spiced Ales, Hot Pints, Caudles, Flips, Possets, Hot Wassails and others like. Some of these drinks were substantial to say the least, having the consistency of gruels or soups. Egg Ale, for instance, required twelve gallons of ale with "the gravy of eight pounds of beef, a pound of raisins, oranges and spice, twelve eggs and two quarts of Malaga Sack."

Many mixtures included oatmeal or other grain. These unusual drinks were often imbibed from porringer-like vessels complete with double handles and cover (to keep the heat in and the flies out).

In colonial times, hot drinks were as popular in America as the Martini is today. The "Flip Dog," a short-handled poker, was standard equipment in every bar and tavern. These irons or loggerheads were kept aglow in the fireplace, ready to be plunged into a mug or tankard that wanted heating.

Hot drinks continued in favor and fashion as our country developed. Prof. Jerry Thomas, great bartender of the previous century, added luster to his reputation with spectaculars like the "Blue Blazer." The "Blazer" essentially consists of hot water and Scotch whisky. Whisky is poured into one silver-handled mug, water into another. The whisky is ignited and the drink mixed by tossing swiftly back and forth between the two mugs. When properly prepared, it gives the appearance of a continuous stream of liquid fire.

Central heating, indoor living and incompetent bartenders all played a part in the decline of hot drinks. However, out of style does not necessarily mean out of use. Hot spirituous potables have always been prized by active, outdoor people—



by Emanuel Greenberg

those who partake "for the replenishment of strength, not for sorrow."

The current hot drink revival in America, stems directly from our burgeoning ski centers. After a day on the slopes, there's nothing quite so tender as a buttered rum or Glögg, by the light of a flickering log fire.

What? You're skeptical? Kindly reserve judgment until *after* you've sampled one, or preferably two, of the following:

IRISH COFFEE

1 jigger Irish Whiskey
2 teaspoons sugar
Strong hot coffee
Heavy cream—very slightly whipped
Pour whiskey into warmed 7 or 8 oz. stemmed goblet.
Add hot coffee to within 1 inch of edge of glass.
Top with cream.

MULLED ALE (for 2)

1 pint Ale
1 small stick ciunamon
1 lemon wedge studded with cloves
2 teaspoons brown sugar
2 pats of butter
Heat (do not boil) ale with lemon, ciunamon and sugar,
Place a pat of butter in a warmed mug.
Pour heated ale over.

RUM BOSTON

1 jigger Gold Label Puerto Rican rum 1 teaspoon simple syrup 1 teaspoon lemon juice Hot Tea Twist Lemon Peel Pour rum, syrup and lemon juice into cup. Add hot tea. Garnish with lemon peel.

HOT BUTTERED RUM

1 scant teaspoon sweet butter
½ teaspoon brown sugar
Pinch each of ground cinnamon and nutmeg
Blend together in cup or mug. Stir in:
1 oz. Jamaica Rum
1 oz. Puerto Rican Rum
3 oz. heated apple juice

GLÜH WEIN

½ pint Claret (or other dry red wine)
2 teaspoons sugar
2 whole allspice
1 piece stick cinnamon
1 strip orange peel
1 strip lemon peel
Heat all ingredients, but do not boil.
Strain into heated tumbler.

GLOGG

2 oz. Claret
2 oz. Sherry
1 oz. Cognac
1 tablespoon sugar
3 dashes Angostura bitters
Heat all ingredients, do not boil. Heat Old Fashioned
glass and put in 1 raisin and 2 unsalted almonds.
Pour heated liquor over.

SKI SLOPE

2 oz. vodka in cup or mug Add 1 scant teaspoon instant coffee Fill cup with 4 or 5 oz. prepared hot chocolate (not too sweet) Dust with cinnamon

BOURBON FLUSH

Combine in a pyrex pan:

1 jigger Bourbon

1 lump sugar
Twist of orange peel
Dash of bitters
Ignite and stir briefly with a long spoon.
Add 3 oz. boiling water. Strain into pre-heated cup.
Float on 1 oz. Bourbon

GIN TODDY

1 jigger Gin Juice of ½ lemon 1 teaspoon sugar Pour into Old Fashioned Glass. Add 3 to 4 oz. boiling water. Garnish with strip of candied orange peel.

THE ALPINE

1 oz. Cognac 1 oz. Green Chartreuse In a cup or mug Add 3 oz. boiling water Top with orange slice (leave peel on)

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Dark horses

(continued from page 25)

consistently been in the top three, and none had achieved the stature that Buddy Werner had at the end of last season. Verne Goodwin was the American favorite in the downhill, but two days before the race he injured his leg and could not compete. The final results showed Bill Beck with a fifth in the downhill and Brooks Dodge with a sixth in the giant slalom. In 1956 hopes were again high, but once again the United States had no competitor who had won a series of European competitions. One could only say that at best and with luck the skiers on the 1956 team had a chance of being in the top three. In Cortina I felt that the men's team had eight chances of getting a medal. In seven of these runs falls occurred. The eighth run was disappointingly slow, the skier placing fifteenth.

With this background in mind who are our best skiers, our dark horses?

In slalom there is Tom Corcoran. In 1957 he was national slalom and combined champion. In 1958 he was second in the Tre Tre combined championships in Italy. In 1959. against many of the Olympic team contenders, he was first in the Stowe Cup and first in the Eastern giant slalom championships. He is our most experienced alpine racer. Max Marolt raced first in Europe in 1954 and in 1958 was a member of the United States FIS team which raced in Bad Gastein. Last year he was third in the national downhill and giant slalom and third in the Harriman Cup downhill. Chuck Ferries, originally of Michigan, is a fine fast slalom skier. Although he did poorly in European races last year, he is skiing very well in this season's early trials.

In giant slalom, Dave Gorsuch should be the best of our entries. He raced in Europe in 1958 and last year made an excellent run in the National giant slalom at Aspen, second by four seconds to Buddy Werner.

The downhill holds the brightest hopes for an American upset. The course is easy, and under the new FIS rules little can be done to make it more challenging, since the (continued on page 58)

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Dark horses

(continued from page 56)

mountain is small by European standards. The sharp, tricky bumps which caused some of the world's best racers to fall last year will not be built again. It is the type of course on which any of the top twenty might win.

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Marvin Melville of Salt Lake City, a veteran of two seasons of European racing, Max Marolt and the newcomers Jim Barrier of Kalispell, Montana, and Gordon Eaton of Littleton, New Hampshire, all have a small but definite chance in this event.

While the American team no longer has any outstanding stars when viewed against the background of European and international competition, it is a serious team which can improve its over-all performance by good training before the Games. And it also has certain advantages which the teams of '48, '52, and '56 did not have.

The effect of flying to Europe early in the season, of landing in a mid-European city and being swiftly transported up through the long dark valleys into the mountains, of waking the next morning and going out onto the slope to see fifteen skiers drive through slalom gates faster than you thought possible for any skier to do, can last the entire racing season. Under these circumstances it is easy for a skier to try too hard and too long to catch up with these racers who, in practice, ski beyond their racing ability. It is easy to become stale, to have too much skiing, too much training in a vain attempt to duplicate their feats. The small problems of language, replacement of skis, the new, exciting atmosphere add to the fatigue. But a good showing by one or two racers and the return of the team to this country with its familiar and relatively easy terrain just before the Games should be very beneficial to its morale.

There are other bright aspects. The team has at least as good a knowledge of equipment and waxing as any team in the world. Over the last six years, American racers have become progressively more conscious of waxing techniques and mixtures, different types of edges

and bindings, of the fine points of racing knowledge, such as ski width measurements, thickness of skis and plastic bases. Also, the coaches of this team are excellent. They are Americans who have raced themselves and know the particular idiosyncracies of American racers. At Squaw Valley, team members will have a substantial contingent of managers, people who do the thankless but very worrisome and timeconsuming jobs that accompany the management of a team and that before were too frequently done by team members.

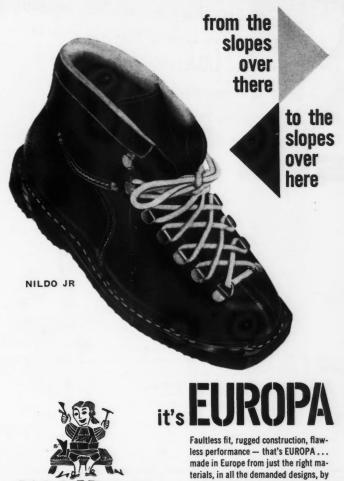
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Looking at our women in the light of what it takes to win a medal in the men's alpine events, we find that the United States team is one of the strongest to be entered by any nation. Betsy Snite of Norwich, Vermont, and Penny Pitou of Laconia, New Hampshire, are definitely in the elite group. Their background is as good or better than that of Andrea Mead Lawrence before the 1952 Olympics where she won two gold medals, or Lucile Wheeler's before the 1958 World Championships where she, too, was a double gold medal win-

In addition, the rest of the women's team is much stronger compared to Penny and Betsy than the men's team was to Buddy. Except on the two occasions when Werner fell during the Olympic try-outs, none of our Olympians approached his performance. On the other hand, Beverly Anderson, Joan Hannah and Linda Meyers in the tryouts and the training sessions have pressed the European veterans hard and on occasions beaten them.

Unlike men's competition, the outcome of the women's events is much less predictable. There have been dark horse medalists at every Olympics, with Gretchen Fraser's gold medal in 1948 an outstanding example. Another example is Anne Heggtveit, who at fourteen surprised the world's best women skiers by winning the Holmenkollen giant slalom.

Looking at the alpine events realistically, our men have only a poor chance of winning a medal. For the exciting propects of a medal we must look to our women. They have skied fast in the past and they are entirely capable of doing so again.



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Save the Games

(continued from page 32)

the greats, the unknown, the upset—but where else could it happen except at the Winter Olympics?

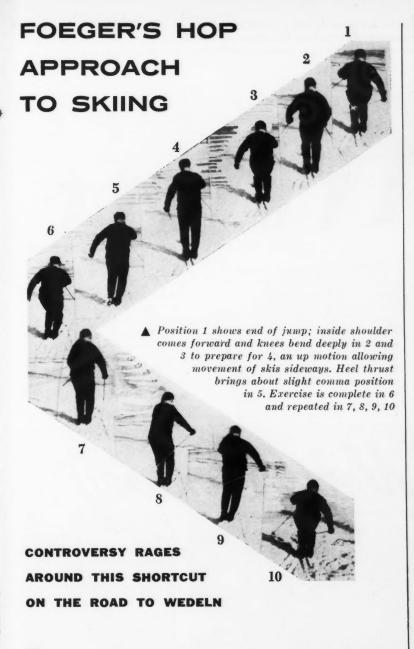
The year was 1952. The situation had changed. No longer were American skiers the lowest of the underdogs. Yet there was an element of suspense. When the world's best meet anything can happen. It almost did. Andrea Mead Lawrence, who was in the '48 Games, won the gold medal in the giant slalom, then she fell in the downhill, then she came back to win the gold medal in the slalom. This was not the Gretchen Fraser type of victory. It was triumph, disappointment and triumph again which made this situation thrilling.

The year was 1956. This was not the year for Americans to gather medals. Did this make the Games any less exciting? It seems almost like a silly question when you see a skier like Toni Sailer at the peak of perfection. There is excitement in perfect performance, excitement which lasts, not only for the moment, but for a lifetime for anyone who is fortunate enough to witness it. And it doesn't have to be your own countryman who provides the excitement.

There are other events which bring together the world's best, the FIS World Championships, the Arlberg-Kandahar and a few others who attract top fields. They are great events, too. But ask any participant which he would rather have: a trophy from any one of these events or an Olympic medal. The answer is easy.

The same is true from the spectator's point of view. The gathering of the athletes from all branches of winter sports is more satisfying and exciting than merely one. And that only comes once every four years. Those who support sports directly or indirectly have that much coming to them.

Yes, the Olympic Winter Games are worth saving—for participants aspirants and spectators. Let the Olympic idealists come to grips with reality. But then if Olympic rules are being violated, guilty nations should be penalized and if necessary, dropped from competition.



One of the most controversial figures in the ski teaching fraternity today is Walter Foeger of Jay Peak, whose "hop approach" to wedeln has caused as much comment, complimentary and uncomplimentary, as the technique itself when it was first introduced.

Foeger starts out conventionally enough, stating that there are two basic ways to change direction: through the angular position of the skis in relation to the snow (stemming) and by unweighting the skis.

Since parallel skiing is the objec-

tive of every skier—and the safest and least tiring—Foeger teaches parallel from the start, with strong emphasis on unweighting the skis.

According to Foeger, however, the real difference is not whether the novice starts with the snowplow and stem or parallel turn, but in the emphasis on the location of the center of gravity.

"Modern skiing doesn't produce the comma position for fun," he says. "It is only the consequence of the new location of the center of gravity, lateral to the skis. It is the



▼ Later lessons emphasize sideslipping. On steep terrain (at left) student leans away from the hill with upper body to keep center of gravity lateral to skis. Exercise also emphasizes bending and unbending of knees



skier balanced while turning."

It is Foeger's contention that snowplowing and stemming, which require the skier to keep his weight over and between the skis, are not proper steps leading to wedeln since they do not teach the skier to keep his center of gravity lateral to his skis. It also explains why rotation skiers have difficulty learning modern technique.

High speed and unweighting are the only means to achieve parallel skiing. Since the novice cannot be permitted to ski at high speed, the only answer is unweighting. It is at this point that Foeger's method generates heated discussion.

This method, illustrated here in four sequences, starts with the "hop" on level ground, which Foeger says is technically wedeln. He grants that this looks awkward at first, but that it leads rapidly to smooth skiing.

Foeger, who calls his hop approach "Natur Teknik," says this method of teaching requires only four basic exercises to achieve good skiing. They are (1) skating, (2) hop approach to the hill (uphill), (3) hop approach from the hill (downhill) and (4) sideslipping.

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A book on Foeger's technique is now in its second edition.

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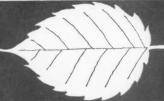
EASTERN SLOPE INN CRANMORE INN OXEN YOKE BIRCHMONT SEE "Where to Stay" for further details.

By skating, the pupil learns to weight his downhill ski and to bring his inside ski in a new direction (2). In figure 5 he has weighted the inside ski and is bringing the downhill ski parallel to inside ski, completing the exercise (7) and preparing for a new skating step (8 and 9)

The pupil always goes back to the hop approach. On a traverse ▼ the maneuver is the same as on level ground and enables the pupil to stop easily at end of exercises







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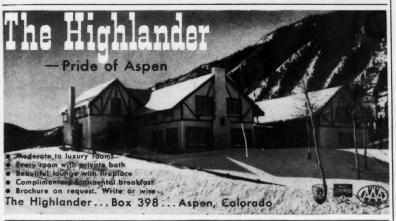
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Andrea Mead Lawrence

(continued from page 45)

it was needed. It took many failures, mistakes, a few successes and one vividly remembered critical point before it materialized. That point was reached in 1950, the year of the FIS at Aspen.

All the feelings and ideas, the "almost" awareness of the year before were still nebulous through the FIS. The race results were extremely disappointing, not only to me but to many others. I had been expected to do a good bit better than I did and our coach, Friedl Pfeifer, was extremely disappointed. Theoretically I should have done well because my technique and skiing were good, but the rest of it just did not function, didn't all pull together when it should have. I was aware of what was expected and of what my skiing was. This knowledge increased my own disappointment in my results and in myself.

Friedl, more than anyone else, had the strongest influence. He was responsible for the critical point in my racing and he gave the needed final push. In a brief conversation after the last race of the FIS he suggested that I stop racing for a year as it was very possible that I (continued page 68)

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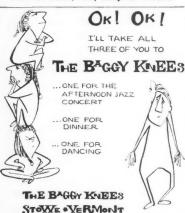
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Andrea Mead Lawrence

(continued from page 65)

had burned myself out with all the years of racing and such a young start. After the total failure and disappointment of the FIS this was a deep hurt and blow. The thought of giving up racing for a year was frightening, combined with the possibility that I might be burned out.

Despite the momentary hurt and subsequent depression, my reaction was a violent resistance to the whole idea, combined with a fear that there might be a definite grain of truth in his words. This reaction didn't really materialize until the Harriman Cup at Sun Valley, shortly after the FIS. All the European competitors were there and my winning it restored some of my faith. I felt that it had been well won and from that time on my racing reached another level that carried through the following years.

In 1951 the NSA sent me with three other racers to Europe. We had already been named to the Olympic team for 1952. The purpose of the trip was to enable us to acquire the international experience thought to be so necessary for an Olympic victory. In my opinion this was as large a contributing factor as any to my success in 1952.

Finally, what I had been doing, in varying degrees for years, took concrete form. That year in Europe was a very successful one for me, perhaps more so than any other in my racing career. There were no questions about what I could do, or how to do it. It was the drawing on every source and reservoir within myself that had been developing and growing for many years. There was a strong desire to do the best in every instance and then push some to do it to my own satisfaction as a competitor.

At that time I had set for myself definite ideals and standards. My main belief was that I must compete against myself and with myself. The competitor who is judged the best is a yardstick but my efforts should go into being and doing more than just that. If I aimed for whatever it takes to be the best and let it go at that I might, in a sense, be limiting myself. Since it was to myself that

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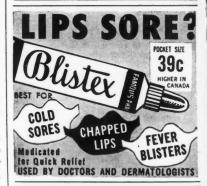
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One other connection with this philosophy is the approach to the studying and analyzing of the courses. Each course has its challenge. As a racer I had to look at the whole thing and take all its challenges and race it to its maximum and to mine. To do this required an honest appraisal of my ability and judgment in execution.

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By the close of the 1951 racing season we all were ready for a period of relaxation and recuperation. Ahead of me, after ten years of racing and an Olympics, were Oslo and the 1952 Olympics. The beginning of the year we spent in Europe, training and racing. The race results were good and we all were eagerly looking forward to Oslo.

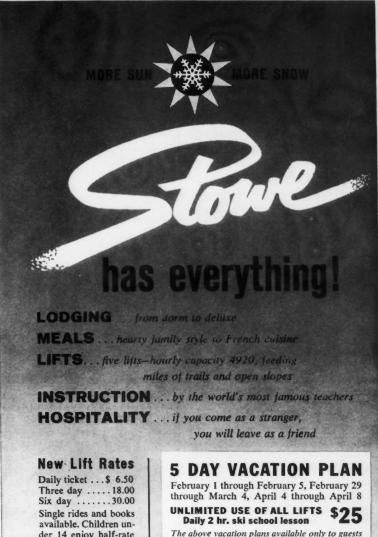
By this time losing was so much of the pattern. It had been the greater source of my knowledge and each loss had its value. Those that were the most keenly felt only enhanced the worth of those won.

To find and define all the feelings and emotions prior to, during and after the Olympics, is not only difficult but almost impossible, Concentration and direction were so fixed that all the other actions and effects were only dimly realized. Perhaps this stemmed from the desire and determination to do something and the fear that any distraction might deter me from that purpose.

I do know that there was very little nervousness about the forthcoming races, but instead a strong desire and anticipation to get into them. There was also a vast amount of pleasure, of not only being in the Olympics but of being so involved in them.

My winning an Olympic event was an opportunity again of giving back to the sport what it meant to me, and what I felt toward it. And it again justified the faith that had been placed in me by friends and family. To be able to do that is one of the permanent values of winning an Olympic event.

There are many more words that could be written about winning an Olympic race. The time it takes to



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win is the briefest reflection of all that has gone into it. It is a fraction and yet the whole story of an individual's technique and personVC

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There are myriad details pertaining to the actual races, the teams, their members and the camaraderie of being with them, the many things that have been done to help along the way, the hospitality of the European federations, countries and people. All these are parts of the whole.

There are many thoughts about the people who have been such a large part of my life; they are a part of the final result and a part of its future value.

There is only so much time we should spend dwelling on past successes and failures. There are times to return to them for a reminder of a certain feeling we may need, a certain reconfirmation and sounding-board of ourselves. All that it is and was is a stepping stone to tomorrow. All of our beliefs, efforts and philosophies that develop from it and that are represented by it should be applied to tomorrow.

Regardless of the races a skier wins there will still be those that he will lose. There is no absolute point where the possibility of losing does not exist. There will also be some races that will be greatly desired, and lost. This happened to me in two special races—the A-K in 1951 and the Olympic downhill in 1952.

I lost the A-K by missing a slalom gate in the second run, close to the finish. This was a keenly felt loss. If I had won it would have meant the diamond A-K, and the achieving of a trophy unique in its symbolism of the sport. The losing of the Olympic downhill was also a greatly felt loss. There are three events in the Olympics and each one has its own challenge. Winning two of them was not necessarily compensation for the errors of the other.

Just as winning two gold medals was not compensation for losing the third, so our successes and events of the past are not an excuse to stop, or to modify our efforts, energies and ideals, but to apply them to our future life, with honesty, honorably.

YOU CAN SKI ON ICE

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without a lot of tricks, says SKI's technical editor. It's up to your equipment

by Ralph Miller

When skiing on ice, good equipment will solve all but the most unusual problem. Conversely, the best technique cannot overcome ice when you use poor equipment.

Boots are the most important item in a skier's wardrobe. Take an expert racer, give him an over-sized pair of soft-sided boots and under any but ideal conditions he will be embarrassed by his lack of finesse. But a person considered only a fair skier can ski well under a variety of conditions, including ice, if he has boots which offer strong lateral support, are close-fitting and comfortable.

To prove this to yourself, try skiing with the boots of a friend whose shoe is several sizes larger than yours. One run on a hard-packed trail will be very revealing.

Ideally, a skier should have a boot with the following characteristics:

1. When the new boot is slipped on with one medium-thick pair of socks (the thickness of athletic socks, but of fine-knit wool*), with the foot pushed forward, the toe should barely touch the end. When the boot is laced tightly as for skiing, the toes should be pulled back far enough so they no longer touch the end even when the skier jumps and lands on one foot.

2. When the heel of the boot is held down, the heel of the foot should not raise more than an eighth of an inch.

3. You should be able to push the tilted sole of the boot against the

*Not the number of socks but the degree of circulation is the chief factor in keeping the feet warm. The skier may maintain a good connection with his skis while not having to lace his boots as tightly. Wearing fewer socks also cuts down pre-skiing perspiration which may later chill the feet.



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Skiing on ice

floor without feeling a lateral strain jour in your ankle muscles.

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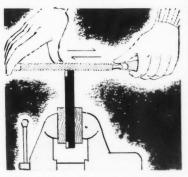
5. After the boot has been worn he i for an hour, it should still feel tee tight, but not uncomfortable.

If you must be content with only rent mediocre boots, then long thongs or mos Arlberg straps give some added foot support, but this is strictly an inferior solution.

As for skis, the stiffer the skis ce the better they will hold on ice, but is t the more difficult they will be to he guide through deep powder and by over bumps.

If you do most of your skiing on lov hard-packed slopes, get skis which and are three-quarters of the way between the stiffest racing model and the most limber recreational ski in your local shop.

Sharp edges are important when skiing on ice or even hard packed snow. Good edge sharpening requires practice. For this reason an experienced person should demonstrate the technique.



The ski should be placed in a vice with its running surface in a vertical position, using short wide boards on the jaws of the vice to protect both surfaces of the ski. Holding a ten-inch, fine-toothed file with one hand on each end, push firmly down on the edge, making strokes one to two feet long. Keep the file squarely on the edge, but at a forty-five degree angle with respect to the line of stroking. Start either at the tip or tail of the skithe choice should depend on the direction in which the file bites best.

Several years ago, racers "burred" their edges. This rolling over of the edge to make it hold more readily has fallen into disrepute. This is fortunate, for it changes the turning characteristics of the ski and causes it to grab alarmingly on ice.

SKI, FEBRUARY, 1960

The most important element of chnique in skiing on ice is to keep strain our weight over your skis. Do not ean in toward the slope. To avoid worn he natural tendency to do this on a l feel teep slope, practice planting the lownhill pole while traversing a only rentle hill, at the same time placing igs or most of the weight on the downhill added foot.

n in-Keep the weight over the middle of the feet while making a turn on skis ce or in powder. A common fault e, but is to lean too much at the waist, be to hereby placing the center of gravand by forward of the feet. When this ; done, the heels of the skis skid g on lown the slope, the tips turn uphill which and you overturn.

be- Lastly, the psychological proband ems involved with skiing on ice are ki in real. If you start on easy slopes, even though you are accustomed to when more difficut ones under better concked litions, you will find that firmsided boots, stiff, sharp-edged skis and your own soft snow technique will let you relax-relax and enjoy yourself.

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Squaw Valley Facts

Eating-Public restaurants in spectator centers at Squaw Valley. Snacks will be sold to spectators on the slopes by mobile units.

Medical facilities—Doctors will be on hand to give emergency treatment. Serious cases will be taken to hospitals at Truckee or

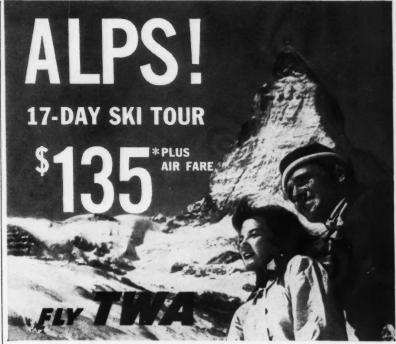
Communications — Seventy telephone booths strategically located in Squaw Val-

Parking — Compacted snow parking area for 12,000 cars. Spectators are urged to pool cars to eliminate excessive traffic.

Skiing-After the first two days, the slopes and two lifts on Squaw Peak, rope tows and ski classes will be open to the public.

Cameras — Spectators use movie and still cameras where they don't interfere with the conduct of events. Only press photographers with official passes will be permitted restricted in areas.

TV and Radio Coverage-Broadcasting schedules were not complete at press time, but Games will be covered by major networks and stations.





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▲ This composite photo shows all the elements of the modern christie with pre-turn (left), displacement of skis under the body (center), and pivoting after skis are unweighted (right)

WEDELN IS SIMPLER THAN YOU THINK

One of the leading "ski professors" in the world today is Georges Joubert, who developed his technique moderne by studying and analyzing the world's best skiers.

In his new book, "Ski Wedeln à la francaise," Joubert points out that in the advanced stages skiers of the modern Austrian and French schools ski the same, that it is only in accomplishing the final result that the schools differ.

Leading racers do not "adopt" or "make" techniques. Their sole objective is to get to the finish line in the shortest possible time. In doing so, the outstanding ones develop what is called a "style," frequently without being conscious that they are forerunning a "technique." This is why top European racers were using gegenschulter years before ski professors were able to evolve a system for teaching reverse shoulder to the average skier.

Joubert ranks high as one of those who have successfully translated modern racing styles into teachable technique. While his approach is in the French tradition of parallel skiing, the technique is international since the styles of racers from many countries were analyzed.

SKI Magazine has extracted two articles from "Ski Wedeln à la francaise" with the help of its technical editor, Ralph Miller, who knows Joubert's methods at first hand. The first article deals with the modern christie and the transition to wedeln. The second, to be published next month, will describe exercises for learning wedeln and several special forms of wedeln.

The English edition of "Ski Wedeln à la francaise" is distributed in the United States by the Veteran's Sport Shop, 542 Asylum Street, Hartford 5, Conn.

THE MODERN CHRISTIE WITH PRE-TURN

1. Pre-Turn

The skier starts a little sideslip and lightly pivots his skis uphill.

He stops this pre-turn by simultaneously accomplishing:

(continued page 76)

always close to my



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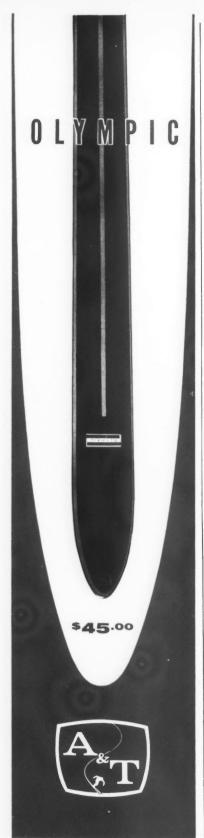
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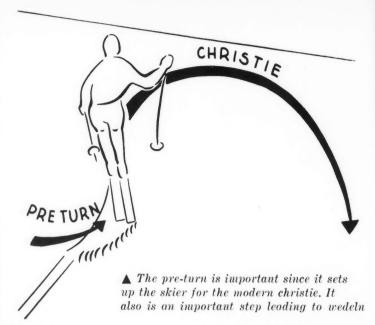
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Wedeln

—angulation (the angular position of the body in the modern turn) and a rolling of the ankles inward which will turn the skis onto their edges.

—a flexion-extension (bending followed by unbending of the legs) which make the edges bite, causing the *unweighting* of the skis in the rebound from the snow.

—a rapid planting of the downhill pole with the chest slightly pivoted down the hill.



▲ Starting turn from pre-turn

2. Start of the turn

Simultaneously:

—the unweighted skis are displaced under the body to the outside of the turn.

-the upper body starts a move-

ment of rotation in the direction which is opposite to that in which the skis are turned (opposed rotation) at t

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—the outside arm is held away from the body for balance.

3. The middle of the turn

Pivoting the skis follows the unweighting. Centrifugal force will make the tilted skis skid, bringing them around.

The opposed rotation and angulation of the body is accentuated if the centrifugal force is strong.

The ankles control edging and the amount of gripping of the edges.

4. Finishing the turn

The skier checks the pivoting motion in order to start again on a traverse:

-by edging.

-by returning to the position facing his skis.

5. Advantages of a pre-turn

It gives a solid thrust on the skis at the beginning of the turn, giving the beginner more confidence in starting a turn and enabling the intermediate to start his turn with greater precision and force.

FROM THE MODERN CHRISTIE TO WEDELN

1. Linking two modern christies with a pre-turn.

Instead of reverting to a traverse

at the end of the first turn, the skier executes a motion much like that of a pre-turn. Because of the energetic thrust on the edges, the skier finds himself rebounding into the next turn.

Wedeln is the linking of modern christies. One christie is used as the pre-turn for the next.



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▲ As can be seen, mastery of the modern christie is vital if the objective is smooth wedelu

2. Standard wedeln

The skier starts on a traverse, edging while planting his poles and executing simultaneously:

a flexion-extension of the legs
angulation of the hips and a rolling inward of the ankles.
pivoting of the chest downhill.

This action results in the "hop" or unweighting, at which time the skis are displaced under the skiers body (thrust pivot). The amount of rotation governs the required rotation of the skis.

After unweighting, the skier lightly flexes his legs. Opposed ro-

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Morin Heights, P.Q.: Bellevue Hotel—Bunny Bosler

Ste. Adele en haut, P.Q.: The Chantecler—Frank Scofield

Oronge Ville, Ont.: Twin Hearths—Doug Frid

Catamount, N.Y.: Catamount—Pierre Ducis

Lac Beaupart, P.Q.: Chateau Lac Beaupart—Stan Czarniak

Wedeln

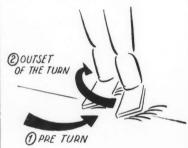
tation and angulation follow with the chest facing downhill.

Again there is edging and planting of the downhill pole, followed by a thrust pivot in the opposite direction.

3. Techniques for displacing the skis under the body



-opposed rotation and angulation bring about a displacement in relation to the body.



-edging permits a lateral hop.

TO BE CONTINUED IN MARCH ISSUE



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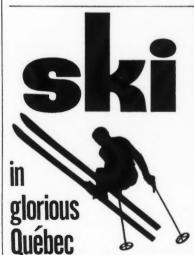
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Highlights

(continued from page 20)

sport, make it appear that the time is not ripe for instituting open world skiing competitions instead of the OWG."

Hodler then points to the urgency of the problem created by the troubles the IOC has had with the four winter sports, skiing, hockey, skating and bobsledding, in defending its principles of pure amateurism, which troubles have been more serious than those with the much more numerous summer sports. Among these have been the efforts of the sports equipment industry to engage and obligate active competitors. He also cites the frequent complaints that the OWG are a sort of "shotgun marriage" in that the hockey and skating events cannot be held in the most favorable locations for them, the metropolitan centers, because of the requirements of the ski events.

He ends by saying: "The OWG thus pose some serious problems for most of the participating organizations. Whether these can be solved, only the future can tell. Only thus also will the question be answered as to whether the Olympic Winter Games will be, or must be, replaced by world championships."

It would appear that Hodler was misquoted or misinterpreted in reports published here. He did not "urge the end of Winter Olympics," nor did he maintain that "the winter games had become 'so professionalized' they could no longer be designated as Olympic sports."

The reaction of Mr. Mayer, as chancellor of the IOC, to Hodler's objective review of the problem, however, was to the above effect. He was reported as stating that he and Mr. Brundage, president of the IOC, considered the winter Olympics "too tainted with professionalism to be worthy of the Olympic tradition. If the sports federations would suggest the abolition of the Winter Games," he added, "I am sure the IOC would be only too delighted."

Actually, the present impasse originated much earlier than the first Olympic alpine event in 1936. The seeds of the trouble were planted in 1911. It is little known that in that year, the Fédération de



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Far brachure write ST. SAUVEUR CHAMBER OF COMMERCE



Ski de l'Europe Centrale, the predecessor of the FIS, was captured by the hotel and resort interests. They wanted their local "pros" to be eligible for all races, so that by beating the visiting amateurs and each other, their resorts would be advertised. This brought about a rather paradoxical eligibility rule, unique among sports, which has persisted to this day.

As Hodler suggests, the situation appears insoluble, as the basic principles of eligibility of the IOC and the FIS cannot be reconciled. It has been suggested that the FIS recognize a second class of eligibility, perhaps to be called "restricted amateurs," which would conform to the standards of the IOC, as well as ban the state-supported competitor, but it is doubtful whether the FIS would be willing to take this step. Such an arrangement would of course result in the exclusion of some of the world's best competitors from the Olympics, but this is already the case with some of the summer and other winter sports. The winter Olympics would then command whatever prestige and status their entry lists won for

In any event, it is earnestly to be hoped that, somehow, skiing will retain its association with the Olympics, and that the IOC will not find it necessary to oust our sport from the roster.

It is also to be hoped that the U.S. will be able to be helpful in finding a solution to the problem, rather than to jump into the frying pan.

RESIST THAT URGE

changing technique, particularly from rotation to reverse shoulder, resist that urge to try the new on steep or difficult terrain. Experienced skiers have to break old habit patterns, which is much harder than learning from the beginning. When you get into trouble, the tendency is to revert to the old style rather than fall, a big setback in the relearning process. So stick to the gentler slopes until you are thoroughly familiar with your new technique. JHA



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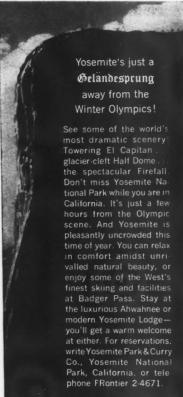
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This camplete book with photographs and diagrams can be of great assistance. Ralph Miller, "The fastest man an skis"

Georges Jaubert and Jean Vuarnet are the interpreters of the sking of today's racing champions. In recent years they have defined, in detail, the mavements and maneuvers which make up the Maddern Technique. Here is a needed graphic resume of that international method."

At your Ski Shap-Price \$1.95

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▲ Gordy Wren, former director of the Reno Recreation Dept.'s ski program, organizes some of his charges for the day's lesson

RENO GIVES ITS KIDS A SKIING BARGAIN

by Charles McNavin

Skiing as part of a school-age child's education or as an extracurricular activity is no longer a novelty, but the Reno Recreation Department has a right to be proud

of the size and excellent organization of its ski instruction program for kids.

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Gordy Wren, ex-Olympic great who has gone to Loveland Basin as



▲ The beginners' lineup at Reno Ski Bowl is big on the first day when youngsters are assigned to classes and instructors

ski school director this year, is the man who put the Reno system on the map under the sponsorship of the Reno Recreation Department and with the help of local service clubs and schools.

Over 1,000 school children sign up for the ten-week course every winter. Each weekend during the course more than 500 young skiers are packed into buses and taken to the Reno Ski Bowl twenty-two miles away. Because of the financial backing given by clubs and individuals the whole day costs each child only \$1.50 plus food.

The youngsters get two hours of instruction in the morning and an afternoon of free skiing. On the final day of the course the kids also get a free feed.

Thorough knowledge is stressed as a means to the enjoyment of controlled, safe skiing. On the first day the instructors make a careful classification of each child's ability. Each is given a colored shoulder patch which indicates his degree of skill. All classifications are usually completed by the second week.

The first four groups are the novices. According to his level of proficiency, the child is given a black, white, brown or red patch. Five more groups requiring greater degrees of skill and a jumping classification for advanced skiers rate different colored patches. As the skier progresses he is awarded a new shoulder patch.

A classification record for each student is kept on a card as a basis for awarding shoulder patches. Instructors are cautioned not to be too lenient in awarding new patches but to develop in each child the incentive to strive for the next higher classification.

Instructors are recruited among college students and other young skiers who feel it a privilege to teach in the program. Not only do they teach others but in the process they increase their own knowledge and skill.

To ensure a uniform method of instruction, the instructors are organized early in the season and given teaching tips that will guide them in conducting the classes, in judging their pupils and in awarding classification patches according to consistent standard.

GONDOLA TRAMWAY DOUBLE CHAIRLIFT

For further information Write to Jack Murphy, Manager Or call Waitsfield 50.

RESTAURANTS — LODGES

PRACTICE AREA - T-BAR

According to Baron Robespierre von Glockenspiel, sole member of the Olympic Ski Team of the Principality of Flglgratz in the Transpotamian "SUGARBUSH WALLEY, Wermont ist wunderschon fur veekendts und wacations on account der so nize vein, vimmen and vinter-schports!" The Baron is here to choose a site for his country's next Olympic Games, and happily his choice has fallen on Sugarbush Valley. And why not, indeed? What other ski resort can boast the world's longest gondola lift, 16 trails (graduated from easy to blood-curdling), a double chair-lift, two open slopes, a bar, a T-Bar, two restaurants, a resident Giant Schnauzer, a Sig Buchmayr Ski-Shop, topnotch Austrian instructors, the most beautifully stretch-pantsed backsides this side of the Piz Nair, excellent and multifarious accommodations and after-ski entertainment of the highest calibre? Compelling enough? Anyway, The Baron says in the dulcet ac-cents of Flglgratz, "Wedel you Ski bei Sugarbush Walley," to which, having learned the lingo, we add "Come wisit us. Ve make you wery velcome!"

SUGARBUSH VALLEY

WARREN

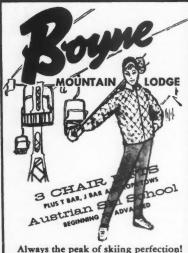
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CRELIN'S SPORT SHOP

THE LATEST ON BINDING PLACEMENT

by Freeman W. Frost

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Do you know exactly where to place the bindings on your skis? This is a subject that some people argue about until blue in the face; and, then, nobody is really influenced.

Unfortunately, bindings are sometimes put on to the detriment of the skier. His skiing suffers, and the skier blames himself and his skis for not performing the way they should.

Four years ago SKI magazine published a formula derived from Emile Allais' experimentations, which was: "For a seven-foot ski mount the front edge of the toeiron sides forty inches' from the tail of the ski. For every inch of change in ski length, move the binding one-half inch." This was a very satisfactory formula, but now we find a general desire to be a little farther forward.

Many present-day manufacturers of "release" toe pieces (a binding preferred by the majority of skiers we see) recommend various placements. One manufacturer suggests placing the toe of the boot anywhere from the middle of the ski to two centimeters (three-quarters of an inch) behind the middle; another, one inch ahead; and still another, anywhere from one and one-half inches ahead to one and one-half inches behind—a bewildering variety of opinions.

For recreational and slalom skiers, a well-known binding company recommends using the half-way point, and five-eighths of an inch back for downhill racers. This company states that only about ten per cent of the top world skiers could go farther than one inch back of the half-way point at the most. This, in part, is similar to Marker's suggestion which we have found to be very successful for the average skier. Specifically, for special downhill racers and the bulk of skiers

who use a ski of normal tension, take the straight-line-length of the ski, divide in half and place the toe of the boot one-half centimeter (three-sixteenths of an inch) back of this point. On slalom skis, where the front part is stiffer and the rear more flexible, and on stiffer combination skis used on hard packed snow, move the toe one centimeter (three-eighths of an inch) forward.

This suggestion applies to boots from size five to nine and one-half. For smaller than size five boots move one-half centimeter (three-sixteenths of an inch) back, and for boot sizes over nine and one-half, move one-half centimeter forward. A variation of a half-inch from this formula appears to us to be too much for the better intermediate to expert skier.

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Less specifically, the center of the ski is a good general location for the average intermediate and beginner skier. If this does not work, the chances are that the ski selected is not suitable for the owner. The inexperienced buyer is cautioned against purchasing a ski simply because it is a good buy and looks pretty. We have talked many an uninformed girl out of buying a pair of skis even though they were the right length and matched her stretch pants, but were not the right flexibility.

To deviate from rules is, however, sometimes advantageous. One customer last year was a short girl who took a six-foot ski but wore size nine and one-half boots. By placing the toe of her boot on the center point of the ski, she would have only about two feet of the ski back of her foot and three feet in front.

Being simply an occasional skier with no claim to proficiency, the girl agreed to a toepiece location three-fourths of an inch farther ahead than usual. Her old skis had the binding placed so the boot was one-half inch back of the center of the ski, thus making a change of one and one-fourth inches.

On subsequent return trips to our ski shop she remarked that she was really enthusiastic about skiing for the first time—everything seemed so much easier than it ever had before.

Now, hold on to your hats and concentrate on this. At the time of this writing we are trying a some-

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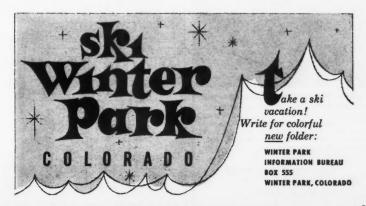


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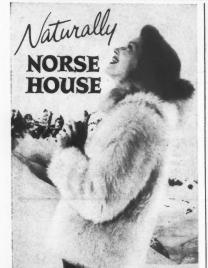
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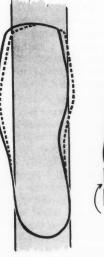
GREAT AT ANY ANGLE



JACKSON VILLAGE, N. H.

Binding position

what revolutionary idea of one of our customers. We are raising his facin bindings on top of his skis oneself, fourth of an inch with pieces of plywood and moving them to the extreme outer edge of the ski. This is as i to keep the outer edge of the boot down soles from catching in the snow on do t steep terrain or crests of moguls, and the inner sides from interfering with each other.





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This interference is of great importance. Bindings of the release type help in this case because of their lack of overhang on skis. With this binding placement, the inside of the skies have a "three-point contact" at all times-tips, inner sides at the boots and tails of skisthereby affording tremendous stability, especially as 'one ski advances slightly past the other when the skier changes direction.

The skier can now show dramatic steadiness and smoothness in all phases of any turn, since the skis are not forced to separate in order to allow the boots to pass each other while one or the other ski advances (most noticeable in wedeln). Of course, a small narrow boot would not pose this problem, as it would not overhang the ski anyway.

He believes also, that a boot should "toe out" as much as possible in its placement on the ski. In other words, it should not be in a straight line with the running surface. It is common for the tails of the skis to tend to skid downward on a traverse when going over hard packed snow or ice. Since control is

from the inside edge of the downhill ski, great pressure must be exerted on that edge. It is anatomically much easier to increase the biting e of power of this edge if the boot is facing out. To prove this to yourself, stand on the floor with your ply. toes turned in, then attempt to edge ex- he left foot inward and press down is is as if it were inside edge of the boot downhill ski. Now turn them out and v on do the same thing. See how much guls, more leverage is possible with the fer- latter position? Makes sense, doesn't

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This is a rare case and a procedure I would not recommend to most skiers. A few extra holes in the foot plate of the ski, however, will never hurt it, and a little experimenting might make for considerably more enjoyment from your skiing.

As I Ski It

(continued from page 47)

to change directions very quickly. If you use some backward pressure and release your edges slightly you can start the fronts of your skis into the turns in a real hurry, especially if you use a twisting motion of the legs and body to help the forces of friction and gravity to do the job.

"And here is another example. When you ski in really deep powder snow, you must try to make your skis plane upward to keep the tips near the surface, somewhat like a water skier does with his skis. To do this you must apply backward pressure. You cannot lean forward, or your skis will drive down and cause you to fall constantly. Therefore, in order to pull your turn off the fall line, in other words, to finish your turn you must . . ."

Pogo interrupted, ". . . You must release your edges a great deal so that the tails of the skis will slide around. Is that it?"

"You're so right." And you're the man who just a while ago wanted to ski with your weight forward all the time."

"I've learned my lesson," says Pogo. "And I'm sure glad that you're writing these things down for me. Now I understand what you are talking about, but I might easily forget if I didn't have the facts to review once in a while."

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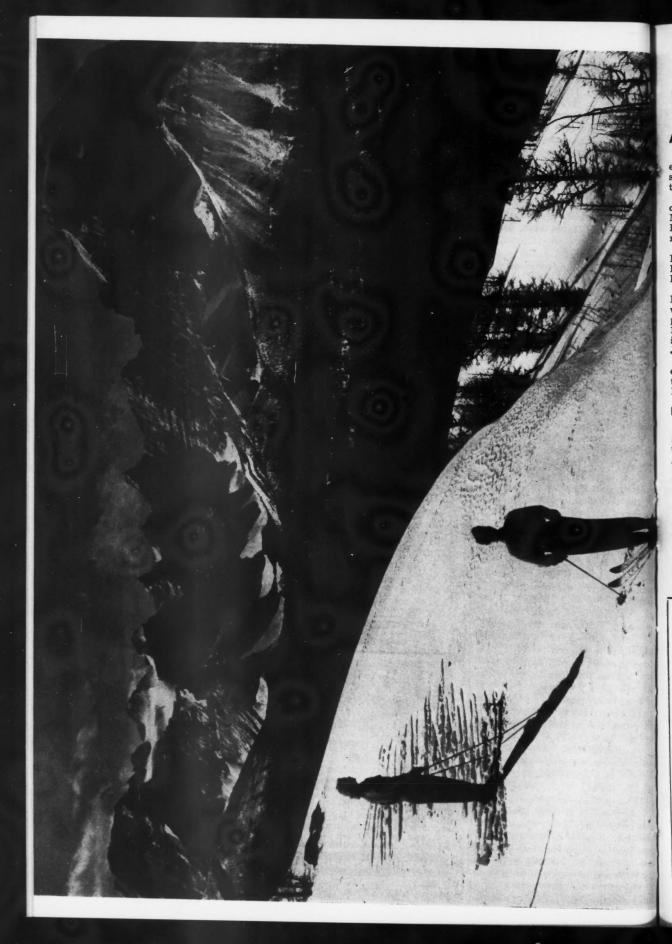
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NEWS IN BRIEF

*

Alpine Teams Named

The names of the men's and women's alpine teams were announced shortly before the teams departed for their European training session.

On the men's team are Tom Corcoran, Chuck Ferries, Dave Gorsuch, Max Marolt, Marv Melville, Frank Brown, Gordon Eaton and Jim Barrier.

On the women's team are Penny Pitou, Betsy Snite, Beverly Anderson, Linda Meyers, Joan Hannah and Renie Cox.

The team left for Europe Jan. 8 via Pan-American and went to Kitzbuehl where they were scheduled to participate in the Hahnenkamm races Jan. 16-18. They were also slated to race in the Coupe Emile Allais in Megeve Jan. 23 and 24.

The team may participate in one other major race before returning to the United States and Squaw Valley Feb. 8.

East Germans Protest

When the West German Ski Association announced that it would not fly the flags of competing countries at the jumping competitions at Garmisch-Partenkirchen and Oberstdorf, East Germany, Russia and Czechoslavakia withdrew their competitors.

■ The Canadian Rockies near Lake Louise are perfect for reflecting on the grandeur of nature and skiing as well.

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Skiing Less Dangerous

Skiing is less dangerous than football or boxing, according to an article in the January issue of Today's Health, published by the American Medical Association.

The number of ski injuries has risen sharply, says the article, but not out of proportion to the rise in the number of skiers. Risks have been reduced by safer slopes, better instruction and improved equipment.

Italian Monument Honors Ski Troops

A 300-pound slab of polished granite, flown from a World War II battlefield in the Italian Apennines as a token of gratitude from the Italian government, is on its way to Whiteface Mountain in the Adirondacks. It commemorates the help given by the 10th Mountain Infantry Division, United States Army, in liberating Italy from German occupation. The ski center is dedicated to thousands of members of the division who enlisted from New York State.

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The memorial stone was chiseled from a cliff on Mt. Belvedere, northwest of Florence, where the division fought one of its greatest battles before shattering the German lines and spearheading an American pursuit that ended with surrender at the foot of the Alps. It was flown to Idlewild Airport by Alitalia, the Italian airline. John H. Weaver, formerly a captain in the 10th Mountain Division and now chairman of the Board of the 10th Mountain Division Alumni Association, received the stone.

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SUGARLOAF KINGFIELD, MAINE



NEWS IN BRIEF

Because of snow atop Little Whiteface, elevation 3,660 feet, where the slab is to be set in the summit rock, installation and formal dedication will take place next May after the end of the skiing season.

Whiteface was conceived, created and is now managed by men who served with the so-called "ski troops." The constitutional amendment permitting its construction in the Forest Preserve was written by Hal Burton, later a captain in the division and now a commissioner of the Whiteface Mountain Authority. The first design studies were made for the Conservation Department by Robert W. St. Louis, of Albany, killed in action. Arthur G. Draper, the general manager, served in combat with the 86th Mountain Infantry Regiment.

Pravda to Direct School at Inyo

Christian Pravda, 1954 FIS champion and international racer, has been named director of the Inyo Basin ski school. Developers of Inyo Basin are still waiting for permission from the U.S. Forest Service to install lifts in the basin. At present only a small area is served by rope tows.

At nearby Snow Summit an unusually early snow storm left fifteen to twenty inches of snow on the area, making skiing possible from Oct. 29 through Nov. 10. Some skiers couldn't believe the news and turned up without skis. Rentals boomed as a result.

Saska Moves to New Quarters

Saska Ski Equipment Co. has moved to new quarters at 12436 Santa Monica Blvd., Los Angeles 25, Calif. The new location will give the company four times as much space for offices and warehouse.

Ernesto J. Saska, president of the company, has announced the donation of fifty pairs of Kneissl skis, twenty-five pairs of Strolz boots and fifty pairs of Marker bindings to the U.S. Olympic ski team.

Williams Ski Area

Plans for an integrated ski development for Williams College at Williamstown, Mass., are under way. The area will be on Berlin Mt., about four miles from the college campus. Berlin Mt. has a base elevation of 1,500 feet and rises 1,300 feet. Its northern exposure ensures better snow conditions.

The area will include a slalom course 2,000 feet long with a vertical drop of 800 feet and a downhill trail just under a mile long with a 1,300-foot drop. There will also be two ski jumps. The area is expected to be completed in 1960. Previously ski events at Williams have been held in three widely separated locations.

Far Better Waterproofing

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Ski Films Available

From footage taken at the North American championships last winter at Squaw Valley, photographer Franklin Clay has assembled a six-minute training film on 16mm black and white film.

Designed specifically for training purposes, the movie concentrates on the style of the world's best jumpers who assembled at Squaw Valley. Each jumper is shown in takeoff, flight and landing. Sequences of local jumpers can be spliced to the film for comparison with the style of the champions.

The film may be obtained for \$17.50 from F. Harshbarger, 7919 Roseland

Drive, La Jolla, Calif.

A new twelve-minute ski movie, "Swiss Ski Symphony," is available from Swiss National Tourist Offices. The film shows downhill races, cross country skiing and jumping in Switzerland. It is available to clubs and groups from the offices at 10 West 49th St., New York 20, N.Y., and 661 Market St., San Francisco, Calif.

For ski patrols and clubs an excellent 16mm color movie with sound titled, "The Ski Patrol in Action," has been made by the University of Vermont College of Medicine in cooperation with the Northeast Medical Association and the Mt. Mansfield Ski Patrol.

The film deals with the proper handling of ski injuries by the ski patrol and runs for twenty minutes. It is available from the University of Vermont College of Medicine, Photography Department, Burlington, Vermont.

"This Is Wildcat!" a twenty-two minute color sound movie is now available free of charge from Modern Talking Picture Service, 3 East 54th St., New York 22, N.Y. The film shows champion skiers on the scenic slopes of Wildcat Mt., in New Hampshire.

New Area for Conn.

Sharon Mt. Ski Area has been opened at Sharon, Conn. Four tows with a combined length of 5,000 feet will service the twenty-five acres of slopes. There are also several trails with grades up to thirty-five degrees. Pres. David L. Browne claims the largest snow making installation in Connecticut.

Facilities include a lodge, snack bar and ski shop with repair and rental departments. There is also a ski school with qualified instructors. The area is

on Route 4 at Sharon.

Buena Vista Expands

Buena Vista Ski Area near Bemidji, Minn., has lengthened its slopes about 300 feet and increased the vertical

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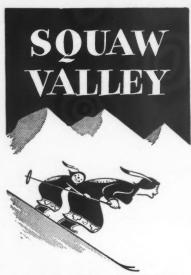
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its amazinoly different!

NEWS IN BRIEF

drop to about 225 feet. Two open slopes and a new rope tow have been added, making five tows and nine open slopes in all. A new glass front chalet with cafeteria, rental department, sales shop and modern restrooms has also been built.

Seven Teachers Join Sugarbush School

Seven new instructors have joined the staff of Peter Estin's ski school at Sugarbush Valley in Warren, Vt.

Newcomers are Austrians Franz Spiss, Georges Kux, Arno Erath and Sigi Haslwanter, Swiss Jacques Heuer, German Christopher Parade and Chilean Max Errazuriz. Returning from last year are Frank Day, Luis Schafflinger and Nancy Amory.

Sailer Popular

Not even Marilyn Monroe attracted as much attention as Toni Sailer drew during his stay in Japan to make two movies. The retired Austrian Olympic star was mobbed by fans, newspaper men and broadcasting companies.

Warner to Belknap

Warren Warner, formerly manager of the Smugglers' Notch Ski-Ways in Jeffersonville, Vt., has taken over management of the Belknap Mountain Recreation Area at Gilford, N.H. (continued page 94)



▲ Fred Quanjer of Swissair welcomes a group of ski instructors at New York. Left to right are Quanjer, Stowe instructors Karl Fahrner, Rudi Alber, Helmut Falch and Luis Sturm. and Herbert Schneider, director of the Hannes Schneider ski school at North Conway.

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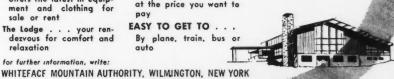
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Committee to be used by members of the Ski Team.

NEWS IN BRIEF

Lawson at Labrador

Neil H. Lawson, a former University of Vermont skier, has been named head of the Labrador Ski Area ski school at Truxton, N.Y. Classes are available for groups and individuals at the area on weekends and by appointment on Monday, Wednesday and Friday evenings.

Colorado Ski Manual

Copies of the 1959-60 manual of Colorado ski and winter sports information is now available. The thirty-two page booklet contains detailed information about fourteen major areas in Colorado, ten of them operating daily, the others weekends. For a copy of the manual write to Colorado Ski Information Center, 225 West Colfax Ave., Denver 2, Colo.

Barrows Heads School

Willis Barrows is the new manager of Smugglers' Notch Ski-Ways. He succeeds Warren Warner who has gone to the Gilford, N.H., recreation area. Barrows has been manager of the Ski-Ways ski school since 1957 and will continue to hold that position.

Among improvements at the Ski-Ways is a new connecting trail with the Stowe area.

Clark at Greek Peak

David B. Clark is the new director of the Greek Peak ski area at Cortland, N.Y. Last year he was an instructor at Greek Peak on weekends. He has taught at the Sugar Bowl, Yosemite, Berthoud Pass and Mt. Hood and has directed the schools at Bogus Basin and Spout Springs.

Olympic Queen

"Miss Winter Olympics of 1960" will be crowned on the eve of the Games at the annual Winter Snow Ball sponsored by the Sacramento City-County Chamber of Commerce in



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the El Dorado Hotel. The Organizing Committee granted permission for bestowing official title of Olympic Queen at the ball. Ski clubs and groups from all over the country will enter contestants.

Austrians to Train at Heavenly Valley

The Austrian men's and women's alpine Olympic teams under Othmar Schneider and Hermann Gamon will make Heavenly Valley, Calif., their headquarters for a four-day training course, Feb. 6-9.

The Austrians were invited to Heavenly Valley by manager Chris Kuraisa after ski school director Erich Sailer, a former Austrian racer, suggested it to Dr. Otto Lorenz, president of the Austrian Ski Association.

Tour for Boys

An unusual tour for boys between the ages of twelve and sixteen is being led by Doug Mann, member of the faculty of Fay School in Southboro, Mass. The group will travel by Swissair, leaving March 19 and returning April 2. The boys will ski at St. Anton and Zermatt. Anyone interested in making the tour should contact Mann at Fay School.

Schneider to Portillo

Othmar Sehneider, Austrian Olympic team coach and instructor at Stowe, Vt., has been named to direct the ski sehool at Portillo, Chile, following the resignation of Peter Es-

Estin is director of the ski school at Sugarbush Valley, Warren, Vt. His assistant at Portillo last summer, Max Errazuriz, former Chilean Olympic racer, has joined the staff at Sugarbush.

European Car Catalogue

Europe by Car, Inc., has published its 1960 catalogue giving information about buying or renting a ear in Europe. The twenty-six page booklet is available free from Europe by Car, Inc., 37 West 57th St., New York 19,

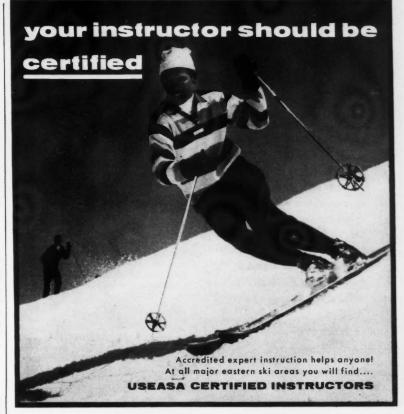
New Ski Poster

The German Federal Railroad is making available a new ski poster to elubs, ski lodges, hotels and other groups free of charge. Requests for the poster should be sent to German Federal Railroad, 11 West 42nd St., New York 36, N.Y.

Michigan Guide

A winter sports guide describing West Michigan's twenty-nine skiing and tobogganing centers has been prepared by the West Michigan Tourist and Resort Association.

The twenty-eight-page booklet may be obtained free by writing to





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Details? Write Waitsfield-Warren Chamber of Commerce, Waitsfield, Vt.

mmmmmm





NEWS IN BRIEF

WMTRA headquarters at the Manger Hotel, Grand Rapids, Mich. The guide contains a map of the winter sports centers and descriptive material on facilities and accommodations.

Ski Resort Village Planned in Vermont

Plans are being completed for the development of a completely coordinated ski resort village in the Green Mountains of Vermont to be known as Magic Mountain.

Prime mover in the enterprise is Hans Thorner, veteran ski school director, innkeeper and ski moviemaker,

who now lives in Manchester, Vt. Plans call for architectural harmony of all buildings in the village and functional coordination of all facilities, to establish an area designed to delight skiers of all skills.

The area is located four miles east of Londonderry on Route 11 at a base altitude of 1,400 feet. The mountain summit is at 3,000 feet. Both chair and auxiliary lifts are planned.

Thorner, a Swiss skier who came to this country in 1934, began his ski teaching here at the Lake Placid Club followed by two years at Pinkham Notch, N.H. He became director of the Franconia Ski School on Cannon Mountain in 1939, where he remained for ten years. While at Franconia, he built and operated Thorner House, a ski lodge. Since 1948 he has produced several ski films in this country and in Europe.

Skiers interested in this new area should contact Thorner at Box 645. Manchester, Vt.

WABC To Air Ski Information

Metropolitan New York skiers sceking the latest ski information should tune in the Al Lohman Jr. Show at 6:45, 7:45 and 8:45 a.m. every Thursday, Friday and Saturday during the ski season.

O

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The show is on WABC radio on 770 kilocycles and is brought to skiers by the courtesy of SKI Maga-

The Ski Guide, as this section of this show will be called, will provide the latest snow reports and other vital ski information, such as road and weather conditions.

Race Canceled

The junior divisional championships of the Far West, scheduled for Dodge Ridge, Calif., Feb. 6 and 7, have been canceled. Dodge Ridge manager Earl Purdy felt that because of the Olympic Games and the fact that the championships are not a point race, the event would not draw a representative field of competitors.

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SHARKSKIN BOOT

Tavi Products, Inc., has introduced the Battenhofer Shark, a boot made of sharkskin. Tavi reports that this boot is practically indestructible. It is also watertight but "breathes." The boot also features a welt hand-stitched with copper wire. Other special construction features include ankle supports and side lacing. The boot retails for \$79.50.



BOOT CARE

Henke Boot Care, distributed by Specialty Importers of Scarsdale, N.Y., is making its appearance this year. It prolongs the life of ski boots and makes a protective covering for wet snow or mud. It is also good as a preservative when storing boots. Retail price is \$1.50 a can.



EDGE SHARPENER

Savson Products, 109 Lyman St., Holyoke, Mass., is marketing a handy edge-sharpening tool. It consists of a whetstone, clamped between two pieces of wood, which act as a holder and guide for keeping the stone straight while sharpening the steel edge. Retail price is \$3.50.





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▲ High altitude snow fields in California's Sequoia National Forest test the touring ability of mountaineers

HIGH LIVING ON SKIS



▲ Being able to live outdoors is only the beginning of the ski mountaineer's test. He must also learn to save the lives of others

by Barbara R. Johnson

Limitless skiing high above the timber line, down sugar-white slopes where the only tracks "s-ing" down the mountain are those of fellow skiers, knowing how to live and travel with maximum safety and comfort and knowing how to survive in rugged and often unfamiliar terrain . . . this is ski mountaineering.

Beginning ski mountaineering starts in the classroom for the southern California skier. Through a series of lectures, books, pamphlets, displays, demonstrations, slides and films the student ski mountaineer learns the "how" of winter survival and travel. Fifteen hours of detailed instruction prepare the student mountaineer for

hi



▲ Student mountaineers set up their own tents and cooking facilities as part of the rigid test prescribed by the NSA

RESCUE WORK AND RECREATION ARE TWIN GOALS OF CALIFORNIA SKI MOUNTAINEERS

his final examination—a three-day pack trip to Pear Lake in the Sequoia National Forest.

Instruction in ski mountaineering has been offered to more than 150 Southern California skiers during the past five years. Of that group sixty-three men and ten women have completed the rigid National Ski Association requirements to qualify for the green-and-white NSA patch.

This opportunity to learn basic ski mountaineering techniques was revived in the winter of 1954 when Robert Schenk, a well-known southern California skier and mountaineer, reactivated the ski hut and mountaineering committee for the Far West Ski Association. Since Schenk led his first class of seven students into the primitive San Gorgonio area the classes have tripled in size.

As the only instructor Schenk originally handled all class and trail work, but now there are ten qualified instructors to share the load. Six of these men, Bud Mills, Loran Booth, George Mintz, Doug Geyer, Jack Page and Karl Boden-



▲ The lure of snowy peaks is enticing more and more skiers to take up mountaineering



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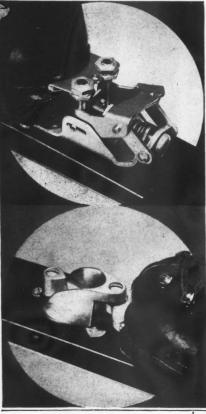
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Ski Mountaineering

hofer, all National Ski Patrolmen. have been mainstays of the group since 1955-56.

None of these men is a professional teacher, but by combining their ski mountaineering knowledge they are more than capable of explaining map and compass reading and avalanche and snow conditions, in addition to accepting the responsibility of conducting the three-day field trip.

Before being allowed to enroll in the mountaineering course students must meet certain skiing standards set up by the NSA and they must hold a current Red Cross advanced first aid card.

Class lectures cover avalanche rescue work, winter first aid, selection of a camp site, outdoor cooking and menus, fuel, use of waxes and climbing skins, trail techniques, map and compass reading and the selection of equipment.

Knowledge and thought must go into the purchase of ski mountaineering equipment. For example, the pack board which is adequate for the summer overnight hike is no good for the ski touring trip where the mountaineer has to make tight turns on steep narrow tree-lined trails.

Students learn to buy windproof or water-repellent instead of waterproof clothing because a waterproofed parka in sub-zero temperatures becomes soaked from within by the condensation of perspiration.

Because a student hampered by poor or inadequate equipment is a hazard not only to himself but to the rest of the party as well, the instructors make a pre-trip check of each student's equipment. Heavy hand axes, bulky cooking utensils and air mattresses become luxuries when the pack is weighed on a bathroom scale. For ease and speed of travel the weight of the rucksack is kept to a minimum-about fifty-five pounds for men, up to thirty-five pounds for women.

The students' final examination is the field trip. Gathering early on the scheduled day at Wolverton Meadows they weigh their equipment on the scale and prepare for the six-mile climb to the Pear Lake Hut, which is located at the head of the Marble Fork of the Kaweah (continued page 102)

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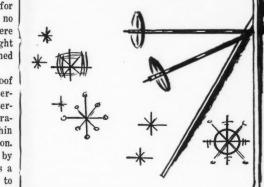
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River at an elevation of 9.500 feet.

The field trip is purposely planned in the spring so that possibility of storm or heavy snow on the trail will be over. In May 1956 a party of eleven mountaineers hit a late wet snowfall on the way in and suffered eight hours of bone-chilling weather before they reached the

Slowly, gently, the trail winds upward until just below Heather Gap, the almost half-way mark. Then it twists through a series of switchbacks, making the climb increasingly difficult, especially for those who have never climbed on skis before.

During several of California's light snow years this portion of the trail has been free of snow, and ski mountaineers have had to carry skis and poles over their shoulders.

Earlier student groups were required to use klister wax on their skis as a climbing aid. But since klister is stickier than a warm wad of bubble gum and equally hard to remove, students are now allowed to use plush or sealskin climbers and merely demonstrate that they know how to use climbing wax.

At the Pear Lake Hut, the instructors move into the warm cabin which is supplied with an oil cooking stove, pots, pans, dishes, cots and mattresses for ten persons. The ski mountaineers carry their own food, but the hut also contains food stored there by the Sequoia Club. A price list of items is posted and skiers using the supplies are expected to reimburse the club.

After selecting what they consider to be a good camp site, the students pitch their two-man mountain tents and then enjoy a dinner of beef stew, hot tea and dried fruit. Everyone is weary enough to go to bed early. It may be chilly sleeping in the snow, but after the long climb, sleep comes easy inside a down-filled mummy bag.

The following morning students cook their breakfast of oatmeal with raisins over primus stoves while instructors enjoy the luxury of bacon and eggs inside the hut.

Alta Peak, approximately 13,000 feet high, makes a morning's climb, but any skier will trade the uphill grind for a flight down the wide, treeless slopes on the sugar-like snow. There may also be stream fishing and swimming if it is late enough in the year and for hardy mountaineers like members of the Polar Bear Club a dip in Heather Lake is almost routine.

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Testing of the students in their avalanche rescue work and the building of emergency toboggans and improvised transportation consumes the afternoon.

Bud Mills or Booth, who both attended the United States Forestry Service avalanche school under Monty Atwater, conduct this portion of the field test. The students are given a set of circumstances surrounding a simulated avalanche. Then they organize their own rescue program. They mark the point the victim or victims were last seen, make a quick search, send for help. notify authorities, organize probe lines, and do whatever else they feel is necessary to make the rescue.

Actual construction of a rescue sled or toboggan out of two or four skis and poles is now tested in the field. If the rescue sled falls apart during the field tests the student fails the entire course. There is little margin for error in primitive area touring.

With all tests given, camp is broken on the third day and with packs and hearts much lighter the students ski out.

Testing continues on the trail where the instructors constantly check to see how well the students apply their newly acquired skills. Their attitudes, their physical stamina and how they get along with other members of the party are observed. The ski mountaineering group must function as a unit and is only as strong as its weakest member.

Recognition of the importance of ski mountaineering is increasing and plans are already under way for a winter rescue team. Plans are also formulated for another ski mountaineering course at Berkeley and a third at Fresno.

As interest increases it is expected that more recreational skiers will become addicted to the sport. For skiers who frequently like to get away from it all, old converts vow that ski mountaineering is the

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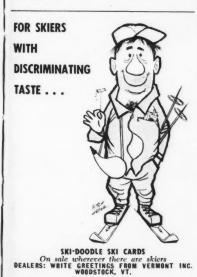


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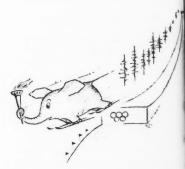
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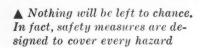
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